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REPORTS

O.N.I.

APRIL 1915

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April 1915-T4

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Duplicate

*Original mailed
April 5-15*

7415

Country.....Turkey.

Port.....Constantinople.

Report from U.S.S. SCORPION.

Need not be returned.

Date of Report.....April 5, 1915.

MAY 23 1915

RECEIVED

1. Situation at Constantinople.

(a) There has been large movements of troops in the vicinity of Constantinople and thru the streets, at different times, during the last two weeks, and it is believed they are being sent to the Dardanelles, but this is not certain. Several hundred troops have been seen marching thru Tophane into Stamboul at about 8.00 p.m., on two occasions during the past week.

(b) The only coal coming in here now is small quantities on camel back from Zonguldak.

(c) The supply of gasoline in the city is very small, and there is no more coming in.

(d) Gold is now at an exchange of from \$4.25 to \$4.30 to the Turkish pound, for American drafts. Its actual value is \$4.404 per Turkish pound. This rate is due to the desire of many Greeks, and others, who have hoarded gold, to get their money into America.

(e) All the larger Turkish ships were laying in the Golden Horn, or port outside, undergoing drills and, apparently, minor repair work, until April 1, when they went up the Bosphorus.

(f) A patrol of Turkish gunboats is maintained every night between Seraglio point and Scutari. These run without lights.

(g) A searchlight, at Scutari, is also played across toward Seraglio point every night. The gunboats, apparently, watch the illuminated section particularly.

(h) The German steamship "GENERAL", tied up at Tophane wharf, which has been in use as a sort of unofficial flagship of the German Vice-Admiral Souchon recently, has apparently been using her lights to serve for navigational purposes for the patrolling gunboats, or something lately, as regular flashes are made continuously, at regular intervals, during the night.

(i) The repairs on the SULTAN SELIM (ex-GOEBEN), which have been going on for some time, were completed in the past week, and she left Stenia, at noon, April 1, and stood out into the Black Sea, accompanied by the MIDILLI (ex-BRESLAU); HAMADIEH; MEDJIDIEH; ~~SEBASTOPOL~~; and HARADDIN-BARBAROSSA. They are quite possibly going to try to surprise the Russian Fleet, which had been bombarding points on the Anatolian Coast, at different times, for several days until March 31.

(j) I am unable to learn definitely exactly the injuries for which the SULTAN SELIM (ex-GOEBEN) was undergoing repairs at Stenia, but know, among other things, she was seriously holed at, and below, the water line. While in Stenia she was kept surrounded by Torpedo Boats, and other small Turkish craft, and the vicinity was guarded. Several divers are known to have been working on her. No guns were ever removed from her and sent on shore, as was rumored at one time.

however

2. Black Sea.

(k) On the morning of March 28, about a dozen Russian ships, eight, or nine, large, and three, or four, small, appeared off the Black Sea entrance of the Bosphorus, and heavy smoke was seen beyond them. They bombarded the entrance from 9.00 a.m., till 10.00 a.m. Roumeli Kavak lighthouse (on European side) was slightly injured, and Anatolia Kavak (Asia side) lighthouse, forts, and town near it, received injuries. It has been impossible to ascertain exact damage done yet; but it was not, in any way, serious. Three Turkish torpedo boats, which were on patrol off the entrance when the Russian Fleet appeared, retreated into the Bosphorus at full speed, and one of them ran into, or made a poor landing at, a small Chirket (Bosphorus passenger-boat) wharf, between Therapia and Buyukedere, injuring wharf considerably, and it is reported, also the torpedo boat somewhat.

(l) Heavy gunfiring, in direction of the Black Sea, was heard on the SCORPION, at Tophane, at different times, nearly every day from March 28 to March 31, inclusive.

(m) The following official statement was issued March 31,

(translation):-

"March 31, 1915:-Yesterday the Russian Fleet, despite having launched two thousand shots against Zonguldak, Eregli, and Koslou, on the

Country.....Turkey.

Port.....Constantinople.

Report from U.S.S. SCORPION.

Date of Report.....April 5, 1915.

coast of the Black Sea, retired to the N'd, without having succeeded in effecting any important damage. Only several houses were destroyed, and some mahonnes (small native barges) were sunk; The aviators, that the enemy had flying during the bombardment, were repulsed by our fire".

As a matter of fact the Russian Fleet probably bombarded the various Turkish towns, and ports mentioned, during the days shots were heard, (from March 28 - 31, inclusive).

Sultan Felice (n) As reported above the Turkish Fleet, including the ~~MIDILLI~~ (ex-Goeben) stood out into the Black Sea at noon, April 1.

(o) A Turkish patrol of torpedo boats is maintained at Black Sea entrance of Bosphorus, day and night.

(p) I am informed, by reliable source, that the coal mines and apparatus, railways, &c., at Zongaldak have been really seriously damaged, and that there is very little chance of any more coal being received in Constantinople for some time.

3. Dardanelles.

(q) All foreign and native civilians were sent from the region of the straits a month ago.

(r) It is admitted that the outer forts, Kum-Kale and Sad-el-Bahr, were destroyed in the recent bombardments, and that part of the outer mine field was successfully swept.

(s) As mentioned in last Report, the American Ambassador made a more, or less, mysterious trip to the Dardanelles recently, but has given out no information, except that the sinking of the BOUVET, and certain British ships there, was effected by gunfire, and not by mines.

(t) Several well informed Turkish officials and personages, (non-military) have stated freely in the Constantinople Club here, that the damage to the above ships was accomplished largely by recently placed guns of medium caliber (6 inch &c); and some German officers here, including Field Marshall Von der Goltz (before he left for Berlin) Aide de Camp to the Sultan, are quoted in the local news sheets as having said they had "shown people something new, in demonstrating the efficiency of small caliber guns in harbor defence, even against armored ships". It is known that some medium caliber guns had been removed from the Turkish battleship MUSSUDIEH, before it was sunk December 13, and presumably mounted on shore; and it is generally believed (but not verified) here that quite a number of additional similar guns have been transported there and placed recently.

(u) An official Imperial Trade, published in the local papers, March 28, announced the creation of a new Army Corps, to be known as the 5th., composed of the various military forces engaged in the defense of the Dardanelles, and the appointment of Liman Pasha (Liman von Sanders, a German Officer), formerly in command of the First Army Corps, (at Constantinople), as Commander of the new Corps. All Turkish troops, on the Bulgarian frontier, have been moved to the Dardanelles, except fifteen thousand at Adrianople.

(v) The Turkish official reports state that their aviators fly out over the Allies' ships, drop bombs on same, and survey injured ships of Allies, in harbors of various Greek Islands &c. It is believed there really are two, or three, Turkish aeroplanes there.

(w) Nothing has been heard, or reported, of any Turkish, or the alleged imported German submarines, during the past month.

(x) There has been no bombarding at the Dardanelles since the sinking of the BOUVET and the two British ships on March 15. *until April 2*

(y) A Turkish ~~small barge~~ *small barge* ran out of the Dardanelles and to Smyrna, some time ago, as reported below under "Smyrna".

Country.....Turkey.

Port.....Constantinople.

Report from U.S.S. SCORPION.

Date of Report.....April 5, 1915.

4. Smyrna.

(z) I am informed by an absolutely reliable American, previously mentioned, who has just returned from a business trip to Smyrna, that the letter, sent, some time ago, by the British Admiral to the Veli there, was considered as a bluff and joke by the Turks *there*,

nailed to the wall (aa) The same reliable American saw, with his own eyes, the *mentioned above*, which came down from the Dardanelles about three weeks ago, and talked with some of its officers (Germans). The latter said that they had fired six torpedoes at the British ships, but all the torpedoes had failed.

(ab) I have been further informed, by the reliable business American mentioned above, that all the schools, hospitals, churches, (including mosques), in Smyrna, are flying black and white crossed flags; he did not recollect exact design.

5. Miscellaneous.

(ac) I have been told, by high American officials here, that they have been told, that the Turkish fleet, which went out, April 1, is going to make a raid on Odessa.

(ad) A large number of Englishmen, who had been engaged in the telephone company here, were recently dispossessed and started toward Dedeagatch. At the frontier they were held up however, and returned. April 2, they started again, and were again held up at the frontier; but they were finally allowed to pass. It transpires they were probably held up and delayed on account of the Turkish Fleet going out into the Black Sea about this time (reported above), which it was desired to keep as secret as possible.

(af) The Turks have been making large number of shoes for the Army at Stenia, during the past three months, which are simply riveted, and not sewn or stitched. These are often seen on troops marching through the streets. They have, apparently, produced no ill effects.

(ag) The wrapped leggings, with which the Turkish Army is provided, appear unsatisfactory. They seem to be riding up above the shoes, in practically all cases when men are observed marching.

SIGNED:-H. S. BABBITT .

*See later
reference in
this volume -*

CONFIDENTIAL.

NAVY DEPARTMENT

State Dept. fords. despatch Washington, D.C. ⁵¹²/₉/₃₈
Subject: from Ambassador to Germany re
conditions. April 6, 1915.

Memorandum for Office of Naval Intelligence.

COMMENT

Referred. Please return to Operations after making
contents known confidentially to the General Board and War
College.

(SGD) B.A. FISKE.

1st Endorsement. April 7, 1915.

From: Acting Director of Naval Intelligence.
To: General Board.

(SGD) H.H. WHITTLESEY.

2nd Endorsement. G.B.No. 429-2. April 8, 1915. WUH

FROM: Secretary General Board;
TO: Division of Operations, VIA Naval War College.

SUBJECT: State Department forwards despatch from Ambassador
to Germany re conditions.

Returned, by direction of the General Board; contents
noted. Attention is invited to the comment of the Aid for
Operations.

(SGD) E.H. CAMPBELL.

580-9-138 3rd Endorsement. April 9, 1915.

FROM: President, Naval War College.
TO: Navy Department (Operations)

SUBJECT: State Department forwards despatch from U.S.
Ambassador to Germany re conditions.

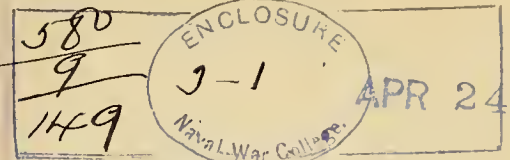
1. Returned; contents noted.

(SGD) AUSTIN M. KNIGHT.

Need not be returned.

APR 13 1915

RECEIVED



SUBJECT

German submarine U 29 - Reported loss.

From X, *No.* 62.

Date 6 April

, 191⁵

Replying to O.N.I. No.

Date

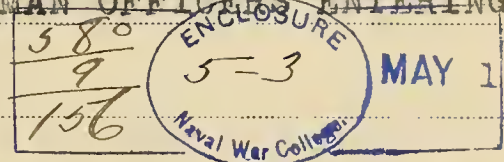
, 191

The Admiralty recently reported that they "had reason to believe" that the German submarine U 29 had been sunk.

The details were as follows - The Grand Fleet was steaming in two parallel columns somewhere off the East coast of Scotland; The U 29 got between the columns and fired two torpedoes at the Iron Duke, both of which missed. Apparently neglecting the second column she was showing her periscope, probably trying to see result of shots, when the Dreadnought sheered from second column and rammed her. The U 29 was lifted to the surface by the bow of the Dreadnought, and apparently rolled completely over. So far as known the Dreadnought suffered no damage.

File
Wink

SUBJECT INSTRUCTIONS GIVEN TO GERMAN OFFICERS ENTERING
OCCUPIED CITY OF BRUSSELS.



From Z No. 189 Date ~~MAY~~ April 6, 1915., 191

Replying to O. N. I. No. Date ~~APR 23 1915~~, 191

Need not be returned.

RECEIVED
OFFICE OF NAVAL INTELLIGENCE

All German officers entering the city of

Brussels are required to register their name, station and reasons for coming to Brussels in a book and are then handed a copy of the order appended and translated.

Brussels is less than two hours from the front by automobile and has all the attraction of a large city including a very gay night life.

Recently the Governor General issued orders to check the number of officers who would come from the lines on comparative trivial excuses.

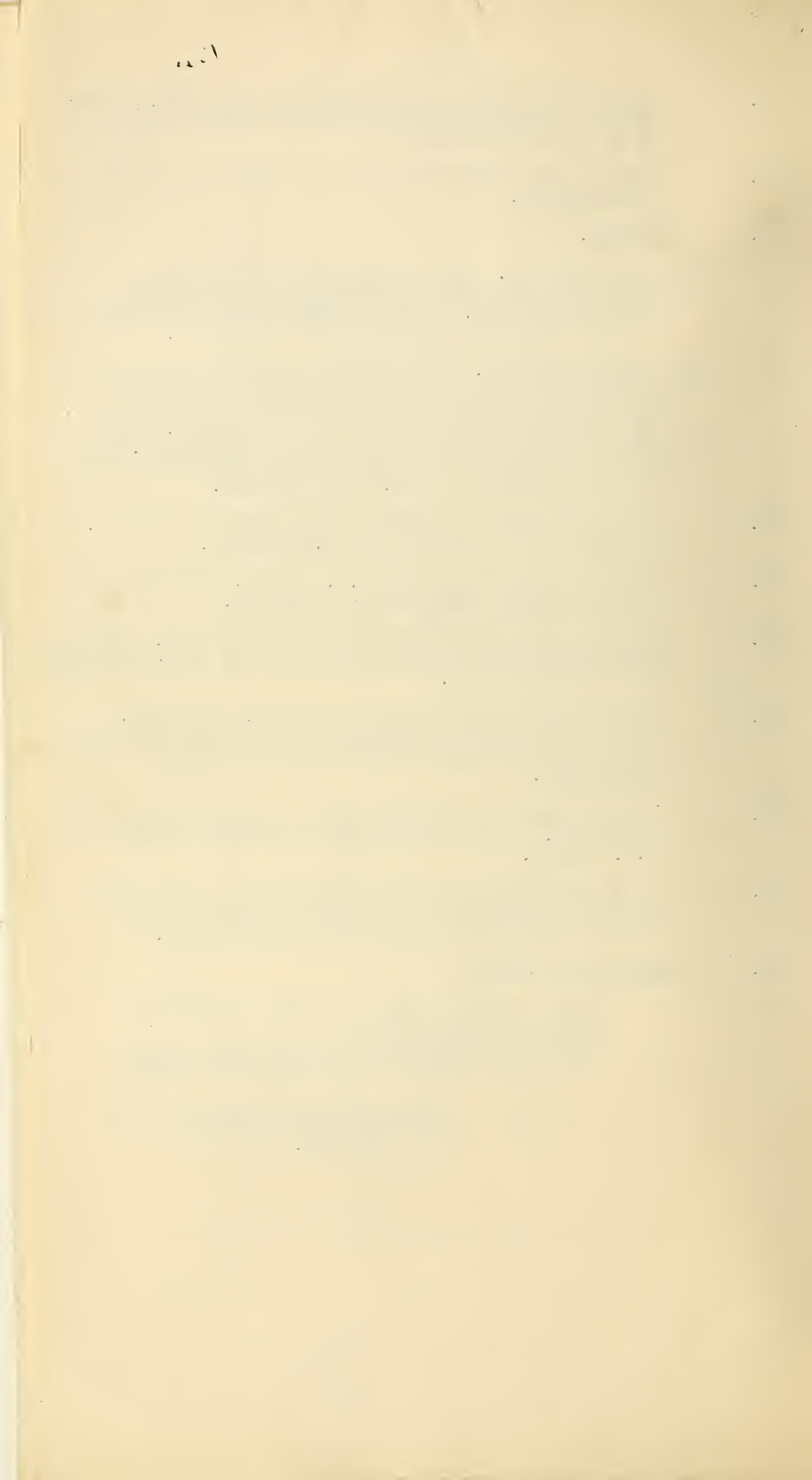
T r a n s l a t i o n
of
O r d e r s.

1. Office of Business: Governors Office, rue de la loi No. 2 and 6 - Government rue de la loi No. 8 . - Governor General, rue de la loi No. 10.
2. Military hospitals:- Military Hospital III, Hospital Schaerbeck - Military Hospital II, Palais des Academies - Military Hospital I, Avenue de la Couronne, - Military Hospital IV, Baudoin Barracks, - Military Hospital V, Parc Royale (Theatre Royal).
3. Sleeping Accommodations: See special orders put up at the R.R. depots.
4. Uniform : Open overcoat for officers prohibited. Gloves to be worn.
5. Salutations. Street discipline must be strongly enforced. Officers will salute each other mutually and not wait for the first salute. Salutations on the part of subordinates as well as from the Belgian police will be returned under all circumstances.
6. The use of the street cars is free to officers. More than 10 military persons are not permitted to enter one car at the same time.
7. The greatest reservation will be observed in conversations in restaurants, street cars, etc.
8. Enlisted men will have to be in their quarters at 9 in the evening, non-commissioned officers (below Feldwebel) First Sergeant at 10 in the evening.

9. The closing hour (Police Hour) for all restaurants, places of amusements and stores has been fixed at 11 in the eve ning.
10. Time is the Middle European (an hour later than the Belgian).
11. Police.
 - (a) Street Police. Is carried out as far as the civilian population is concerned by the Belgian Police Officials. All military persons will have to give them their assistance if asked for.
 - (b) Military Police. The Military Police is carried out by patrols of the garrison which have as a distinctive mark the word "Polizei" on their collar. They carry besides cards of identification. They are also policing the saloons and restaurants. Their orders will have to be carried out unconditionally by all military persons, also officers.
12. The acceptance of Belgian money cannot be refused. It has the rate of 1 Mark = 1.25 francs.
13. Taking of photographs of R.R. depots, barracks, on the streets and squares is prohibited.
14. Entrance to the Royal castles is prohibited. Museums are open without charge from 10 in the forenoon until 3 in the afternoon.
15. Female relatives of German officers, officials, non-commissioned officers and men are not permitted within the territory of the Belgian General Government.
16. German houses of business are to preferred in making purchases. A list of the same is posted in the R.R. depots.
17. It is prohibited to walk with females of the demi-monde in uniform on the streets or to sit with them in restaurants and other public places.
18. Places for bathing :-

Rue de Moniteur 10a (in the vicinity of
Garrison Headquarters)
Rue de la Montagne aux Herbes Potageres 39
(in the vicinity of the Main Post Office)

The Commander of the Garrison
Freiherr von Strachwitz
Colonel.



CONFIDENTIAL

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Office of Naval Intelligence,

Copy

April 7, 1915.

N.H.L.

No. 672

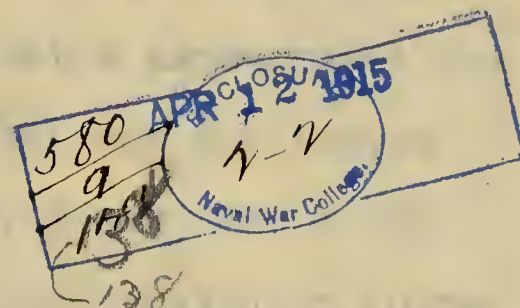
Embassy of the United States of America,

Berlin, March 11, 1915.

To the Honorable

The Secretary of State,

Washington, D. C.

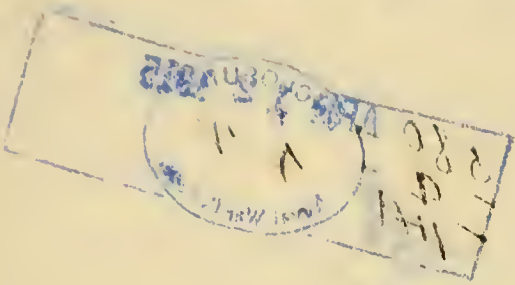


S i r:

With reference to the Department's telegram No. 1208 of February 17, 1915, and to the Embassy's telegraphic reply No. 1648 of February 19, 1915, regarding the military and economic condition of Germany, I have the honor to report further as follows:

The Chief of the General Staff has stated to the Military Attaché of the Embassy that no one knows the exact number of German soldiers under arms; that if anyone knew it he would know it and that he knows it only approximately. It can be estimated that there are four million men with the armies on the various fronts and that two million more are in the barracks and throughout the territory now occupied by the Germans. It is stated that eighty to eighty-eight per cent of the wounded return to duty with their regiments. The losses of Germany and Austria-Hungary together amounted, the Emperor informed the Military Attaché, to about 1,500,000. The German losses in men not able to return to the front are probably 450,000 to 500,000. There are very many Landwehr divisions and Landwehr corps, and Landsturm battalions and regiments. There are also battalions of Landsturm called "Arbeiter-Battalions". Very many of the older men are also employed as guards on the lines of communication and in the occupied enemy's country.

1900



As regards the commissariat, there are ample supplies everywhere for the troops, who are fed better, as far as one can judge, at the front, than they are in time of peace. The clothing is excellent and ample. What is furnished by the Government is largely supplemented by gifts from the people. These gifts are handled in the same systematic manner that the Government supplies for the Army are handled and the troops have lacked nothing that is necessary. At times, for a day or two there may have been some shortage for particular units but those occasions have probably been rare. The troops have everywhere appeared to be in the best of health and there is said to be a smaller percentage of sickness at the front than in garrisons in time of peace. The supply of arms and ammunition is also ample. It must also be taken into consideration that large quantities of arms have been captured, especially machine guns, and these as well as the artillery guns have been used by the Germans.

As regards copper, there are old mines in Germany which were abandoned on account of the costs of getting out the copper, which mines can be re-opened. There are copper mines in Belgium and in the part of France occupied by the Germans. In addition, a thorough account is said to have been made of the amount of copper in the houses, etc., throughout Germany and it was found that there is a sufficient quantity of copper to last two more years, if it is necessary to call on the people to give that to the Government as was done a few months since as regards woollen articles.

What strikes one most forcibly is the careful economy practiced by the German authorities in saving everything on the field of battle - everything belonging to the wounded, everything that can be useful in war. All articles, of every description, are picked up, sent back, sorted and then utilized. For instance, clothing is disinfected, washed, repaired,

pressed and re-issued. This is a wonderful saving in itself.

So many field kitchens have been captured from the Russians that almost all of the German troops now have them, whereas in the beginning of the war the infantry and foot artillery only had wheeled field kitchens. All old iron is picked up and sent back. The most careful requisitioning has been made in the enemy's country occupied by the German troops. Threshing machines have been sent to the front and wheat and other grain threshed out by or under the direction of the German soldiers, when quantities of it were found.

These are merely cited as instances of the care that is taken not to waste anything which may be useful in the prosecution of the war.

This year's annual drafting of new men for the Army certainly would more than have replaced the losses that have been suffered by the Germans and the services of the larger proportion of the volunteers has not yet been accepted by the Government.

As the Army represents better than anything else the people, it is extremely interesting to see how in every special branch there are a great many experts in that branch performing and ready to perform the work required. This all tends to economy and efficiency. There seems to be absolutely no personal striving for personal reward. Every man is performing the duty assigned to him to the best of his ability wherever he may be and whatever may be the grade that he held at the beginning of the war or now holds.

A great deal has been learned by the Germans during these hostilities and advantage has been taken of all that experience in training the new as well as in improving the old men.

As regards the Fleet, Germany has preserved her principal naval forces almost intact. Those ships which have been lost have been generally of older types or scouting vessels.

The Esprit de Corps of the naval service is of the very highest and the skill, enterprise and daring have been at all times of the best.

The submarine service has been largely increased and has shown itself to be a very powerful weapon of offensive warfare against England.

As the German battle fleet was somewhat less than half that of England at the beginning of the war, it could hardly be expected that it could engage the enemy against such heavy odds. At the same time the fleet is well prepared and should opportunity occur, will be heard from.

The time has not yet come to judge of the effectiveness of the blockade of England. There can be little doubt, however, that it will seriously affect England's commerce and probably will very much raise the cost of living in England if not bringing about actual hunger.

The personnel of the German Navy is believed to consist at the present time of about one hundred and fifty thousand men of all branches.

For details of ships in commission, etc., the files of the office of Naval Intelligence should be consulted.

The superior allied fleets have completely driven German merchant ships from the seas and for the present the carefully built up and splendidly equipped German Merchant service is completely paralysed.

Enormous losses have been sustained in the commercial circles of Germany through the stopping of commerce and the confiscation, or interning of so many ships lying in the enemy's harbors or on the high seas at the outbreak of the war.

Nevertheless the enterprise, wise laws, and splendid system under which the German merchant fleet was built up, remain alive and it may confidently be expected that a few years after this war the German merchant fleet will be again occupying

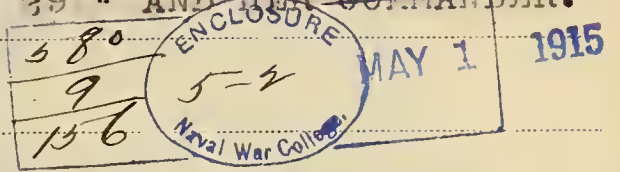
one of the leading positions on the seas.

I have the honor to be, Sir,

Your obedient servant,

(signed) James W. Gerard.

File
Mun
SUBJECT LOSS OF SUBMARINE " U 29 " AND HER COMMANDER.



From Z No. 191 Date April 9, 1915., 191

Replying to O. N. I. No. Date., 191

The loss of this boat is officially admitted as follows:-

" U 29 " Probably Lost.

Official. Berlin, April 7, 1915.

H.M. Submarine " U 29 " has not returned from her last enterprise. According to an information of March 26, emanating from the British Admiralty, it is said that the boat with the whole crew had been sunk. The boat must therefore be considered as lost.

The Acting Chief of the Admiralty Staff
(Sig.) B e h n c k e . "

Her commander O t t o W e d d i g e n
was a national hero in Germany and had he survived would have gone far in the German Navy.

The following appreciation is written by
Captain P e r s i u s :-

" Not quite unexpected comes the news of mourning. Several days ago the British Admiralty reported that they had reason to believe that " U 29 " had been destroyed. The name of W e d d i g e n makes the destruction especially painful. Weddigen commanded, before assuming command of " U 29 ", the " U 9 ", the boat whose deed, destroyed on the 23d of September 1914 the English armored cruisers " CRESSY ", " ABOUKIR ", and " HOGUE ", will always be written in golden letters as one of the most glorious in our naval history. And on the 15th of October Weddigen succeeded with " U 9 " again to sink another English warship, the " HAWKE ". Following this successful activity in the destruction of enemy warship material a no less successful period in the trade war set in. Our thoughts accompanied Weddigen on his last trips with special expectations. " U 29 " was larger, faster, and better armed than " U 9 ". Thus with pride we heard of the different successful attacks on English merchantships, far from her home base, in the Irish Sea. Thus far he went and spread terror to the British shipping. It was especially gratifying to us to hear of the recognition of the friendly and humane conduct of Weddigen on the part of the crews of torpedoed ships. As man and hero Weddigen will live in our thoughts forever. He was adored by his men who followed him willingly into death. They did not hesitate to recognize in him their leader in life and death.

We have followed his career with pride and admiration. But the thought has never left us that to him also will come some day a very quick end. To the last breath Weddigen and his brave crew of " U 29 " have done their duty. They will never be forgotten.

L. Persius."

Country.....Turkey.
Report from U.S.S. SCORPION.
Date of Report.....April 12, 1915.

Port.....Constantinople, &c.

Report from U. S. S. SCORPION.

Date of Report,.....April 12, 1915.

1. Black Sea :

(a) Official Turkish Communique, April 4, 1915. (Translation) :-

"During the cruise made yesterday by our fleet in the vicinity of the Gulf of Odessa, two large Russian ships named "Provident", 2000 tons, and "Vostochnaya-Zivirda", 1500 tons, were sunk with the cargoes, by our fleet, and their crews made prisoners. 586

During this action, our small cruiser "Medjidieh", which was pursuing enemy mine sweepers in the vicinity of Port Oboahkow, struck a mine and sank while approaching the enemy's coast.

This accident was caused by a mine placed by the Russians to defend the ports of Nicolaieff and Odessa, and their coasts.

The crew of the "Modjidieh" were saved by the other Ottoman war ships near. The bearing of the crew of this ship, sunk in its sacred military duty, merits the finest eulogy.

The breech blocks of the guns on board the above cruiser were entirely removed, and the ship itself destroyed by means of torpedoes, to prevent all possibility of its being refloated by the enemy".

(b) From a Turkish Officer, who came from Kavak (Black Sea entrance of Bosphorus), April 7.-

"Russian Fleet has been off the Black Sea entrance for the last three weeks, being seen, or parts of it having been seen, nearly every day and night, at different times, during this period. As many as thirty-five Russian vessels, total, of different kinds, are reported to have been seen on one occasion.

Russian Fleet has bombarded different points along the coast, at different times, during this period, and put former battery of twelve 10-cm (4-inch) guns at Kavak (Anatolian side) out of commission, injured lighthouses there, and also injured some buildings on Anatolian side.

There are two searchlights installed at Kavak, one on each side, which are kept playing every night, at present, across entrance. A patrol of torpedo gunboats is also maintained there.

When the Turkish Fleet went out, on, or around April 1st., the MIDILLI (ex-BRESLAU), HAMADIEH, and another ship, and six coal vessels, took a course along the Anatolian coast, and the SULTAN-SALIM (ex-GOLBEN), MEDJIDIEH, and two torpedo gunboats (destroyers) took course along European coast. The Russian Fleet appeared, and the Turkish ships on Anatolian route, (MIDILLI, HAMADIEH and another), returned safely, but nothing further has been seen of the six coal vessels. The SULTAN-SALIM returned soon afterwards and made signal at the entrance, that she had been torpedoed, and the MEDJIDIEH and two Turkish gunboats were lost. Nearly all the crews of all three ships sunk were lost. They were sunk by gunfire; and the MEDJIDIEH was ~~torpedoed also. This was about twenty miles from the~~ ~~Bea~~ ~~horus entrance.~~

also struck a mine or land

Respected,

Confidential

Country.....Turkey.
 Report from U.S.S. SCORPION.
 Date of Report....April 12, 1915.

Place.....Constantinople, &c.

-o-

The SULTAN-SELIM, now at Stenia, can now use only forward two guns, and is very seriously injured, and will be unable to go out again for a long time.

All foreigners were sent out of Beicos and vicinity some time ago, and some newer guns are being moved from there to Kavak. These are four 28 cm (11 inch) and eight 15 cm (6 inch) guns. There are also Turkish troops stationed, at different places, all along coast from Bulgarian boundary to Sansou, on Anatolian side.

Several 20 cm (11 inch) guns, in Golden Horn, are also being gotten ready, for shipment to Dardanelles. Two transports are waiting inside now to take them, and they are expected to go in a day or so.

The BARBAROSSA has gone down to Dardanelles".

The above Turkish Officer mentioned, from which above was obtained, also said

"The Turks never do anything till too late"

He seemed quite pessimistic.

(c) Except as regards the guns mentioned, and the BARBAROSSA being at Dardanelles, the statements of sub-par (b) have also been confirmed from three independent sources, including German sailors, and certain Ottoman subjects.

(d) It is known positively some of the Turkish Fleet was not out of the Bosphorus more than twenty-four hours, and none of them more than ~~three~~ ^{four} days, except the ones still out; so they could hardly have been at Odessa. The SULTAN-SELIM had pumps going all the way down from Beicos to Stenia, when returning, and still have them going all the time, in Stenia. A Turkish gunboat stood down Bosphorus, on same date, with foremast and one funnel missing, and went into Golden Horn. H8/s

2. Dardanelles.

(a) I am informed, as follows, by a reliable American, and important business man, who has just returned from the Island of Tenedos:-

"The English have taken possession of the Island, and have, until recently, had a large number of troops there. About the first of April they all embarked, about forty thousand (40,000) in all, and all the troops and ships, both, left. They said they were going to Egypt, to put down disorders; but it was suspected, at Tenedos, they might be going to attempt a surprise landing on the Turkish coast somewhere".

(f) As stated above, a Turkish Officer has said that several 28 cm (11 inch) guns are being prepared for transfer to the Dardanelles. This is unconfirmed.

3. Constantinople.

(g) The Germans and German sympathizers here seem to be becoming more pessimistic. Several German business men and residents have left with all their belongings, during the past week; and others are reported to be preparing to leave.

(h) The SULTAN-SELIM ^{is} undergoing repairs at Stenia, moored alongside the dock. H4

Country.....Turkey.

Place.....Constantinople, &c.

Report from U.S.S. SCORPION.

Date of Report....April 12, 1915.

-o-

(i) The injured gunboat, mentioned above, is undergoing repairs in a small drydock in the Golden Horn.

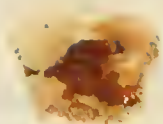
(j) I am told the Turkish population is beginning to think the Russian will get in here soon, and that some of the better class are secretly spreading a propaganda to open the Dardanelles to the English and French, and let them in first, if occupation by the Russian does actually become imminent, as they fear, above all else, an occupation by the Russians, and expect no mercy in such a case.

(k) Small amounts of provisions &c., have been sent by the German Embassy to be stored at Olti (in interior a ways back of Scutari). Both the German and Austrian Ambassadors say they will move up the Bosphorus this summer as usual however.

(l) About a month or two ago the Turkish authorities made all the inhabitants of Irinkipo, a summer resort island about ten miles south of Constantinople in the Sea of Marmora, leave very suddenly, and it was rumored here, at the time, that the island was being prepared as a last stronghold, the vicinity being mined, &c. After two or three days the inhabitants were allowed to return again. April 9, I made a complete tour of the island (about two hours trip in carriage), in company with the American Ambassador. I saw three recently made trenches, but doubt if they could ever have been made for defensive purposes, on account of their location. The island would be very hard to defend, as landing could be made nearly anywhere. I think the exodus may have been caused so that the Turks might look for radio apparatus, (there are several quite large hotels and private buildings there, mostly owned by foreigners), as they were quite excited on the subject of hidden radios at that time. The American Ambassador states, however, that he has reason to believe it was simply caused by the police in order that they might loot the property of the inhabitants, who are mostly Greeks.

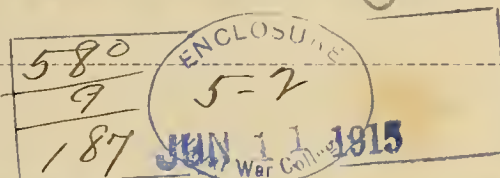
*See later report in
this volume -*

H. B. Smith

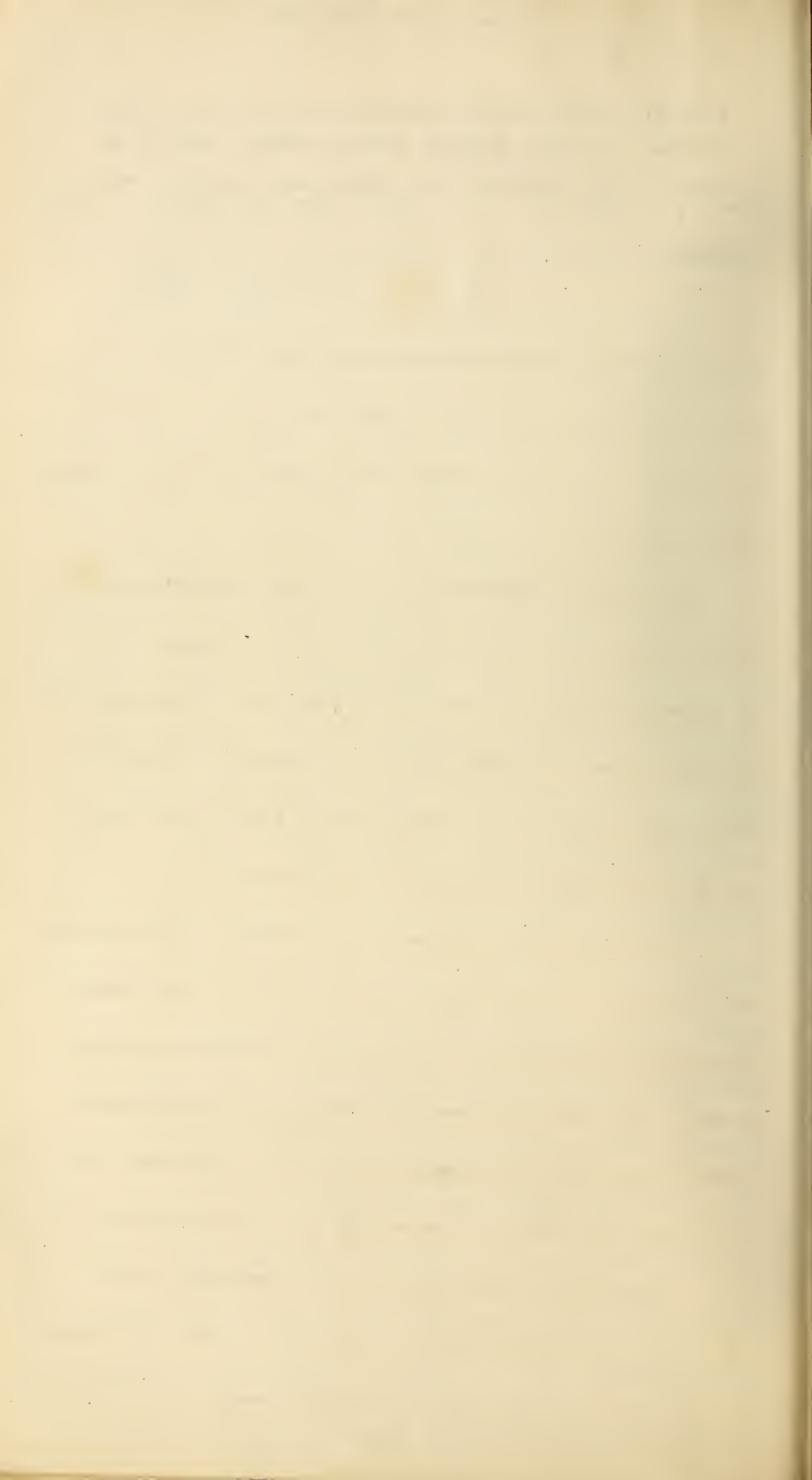


SUBJECT Letter from the Japanese General Staff to the
Military and Naval Attachés of the Japanese Legation in
Peking on the subject of the Sino-Japanese Negotiations.
From H *No.* 6 *Date* April 12th. 1915, 191

Replying to O. N. I. No. *Date* 580 5-2 187 JUN 11 1915, 191



In the demands on China there are questions concerning the engagement of Military Advisers, the purchase of arms and ammunitions and the arsenals. These are the most vital points against the Chinese Government. Much difficulty will be experienced before a satisfactory settlement can be reached. No doubt whether the Chinese Government realise the deep meaning hidden underneath the idea entertained by our army who proposed these questions. If the Chinese Government interprets these questions in the sense of ordinary engagement of advisers and purchase of arms a speedy settlement may be expected. But on the contrary, if the Chinese suspect that these questions comprise part of the general scheme of our future national defence, then it will be difficult to come to a settlement. At first the Premier and the Foreign Minister were of the opinion that although China is weak she would never accede to these demands. But since these demands have been made we shall have to resort to force if they were rejected. No very much doubt if such action on our part would have a beneficial effect on our present foreign policy. But after careful consideration we are convinced that for the sake of our own national defence it is necessary



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(2)

for us to obtain substantial power in China. It was due to this reason that these three demands were added. Needless to say, China is the first country to bear the brunt of our expansion policy.

The demands connected with the Fukien Province proposed by our navy are the most vital points against America. For if Japan can secure the naval control of San To Harbor and the adjacent seacoast we shall be able to reduce the value of the Philippine Islands as the American naval base in the Pacific and thus frustrate her policy in that direction.

The three demands proposed by our army as mentioned above are also the most vital points against Russia as they would reduce the usefulness of the Siberian Railway as a military weapon. The army spent more than ten years in formulating these plans, ever hoping that opportunities would arise for us to push our plans to a successful end. The settlement of these demands is a question of life and death with Japan.

We (the Japanese General Staff) have always urged these in Government to push ahead this forward policy. You (the

SUBJECT Letter from the Japanese General Staff to the
Military and Naval Attachés of the Japanese Legation in

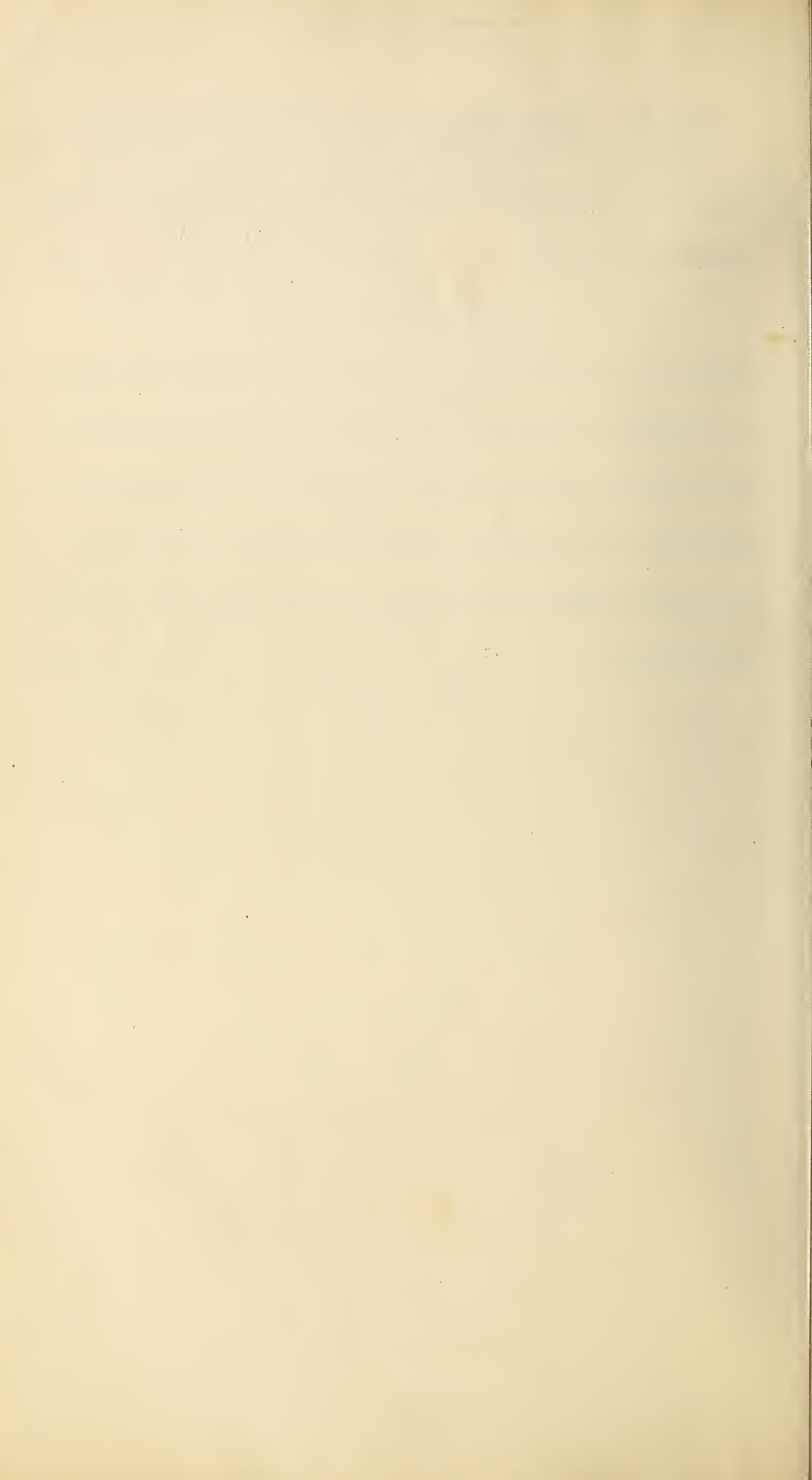
Peking on the subject of the Sino-Japanese Negotiations.

From X *No.* 6 *Date* April 13th. 1915. 191

Replying to O. N. 1. No. *Date*, 191

(3)

Japanese Military and Naval Attachés) must therefore pay special attention to the subjects under discussion during each conference and under no circumstances allow yourselves to be negligent in the meantime. If you have doubts on any point, telegraph a summary of the matter, followed by a more detailed report by mail.



T4:14

G. L. French

Need not be returned.

APR 27 1915

RECEIVED

OFFICE OF NAVAL INTELLIGENCE

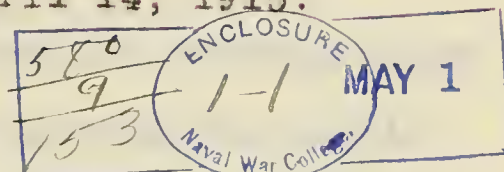
SUBJECT VISIT TO BREST.

From Y No. 69

Date April 14, 1915.

Replying to O. N. I. No.

Date



1. In company with two civilian Attachés of the Embassy I made a short visit to Brest, April 6th-7th for the purpose of inspecting certain prison and concentration camps in that immediate vicinity. As I was on a diplomatic mission and had received permission to leave Paris from the Minister of War and the Minister of the Interior, and not from the Minister of Marine, my investigations into naval conditions at the port were necessarily very limited.

2. The city itself was under martial law and full of troops and sailors undergoing training. The whole prefecture is under the command of Vice-Admiral Berryer, with whom I exchanged official visits. Immediately under him are two separate staffs, each with its own chief: the military and naval staffs, which have charge of their own distinct departments. Any question of authority or jurisdiction arising between the two is referred to and settled by the Vice-Admiral Prefect.

3. The Naval School, situated at Brest, has been abandoned for the duration of the war. All midshipmen or aspirants are now serving with the fleet as ordinary sailors. I talked with one of these young men, who in company with his mother dined with me at the hotel. He was stationed on and formed one of the crew of a torpedo boat which belongs to the squadron entrusted with the guarding of the port. He informed me that no distinction was made in any way between the aspirants and the rest of the crew. Their uniforms, sleeping accommodations, food, drills and studies are the same as the regular men's. The aspirants are distributed in this way generally throughout the Fleet, but I got the impression that the majority of them are serving

on torpedo-boats which perform most of the guard duty in the various ports.

4. At Brest for guard duty are stationed 15 torpedo-boats and four submarines. Five torpedo-boats go outside regularly every night and patrol from outside the port from sunset until 8.00 a.m. As soon as these torpedo-boats are outside the breakwater, the two openings of the outer port are closed by long booms for the night.

5. These booms are formed by fastening together by chains heavy pieces of timber, in size, dimensions and appearance similar to railroad ties. These timbers are spaced about ten feet apart, and when in position their greatest length is at right angles to the entrance to the port. These timbers have chains attached to them which extend down for a depth of about 20 feet. The lower ends of the chains are fastened to weighted logs. The whole arrangement is supposed to be such that neither a submarine nor a torpedo could get past the boom.

6. At each entrance the booms are divided into two equal sections. One end of each section is made permanently fast to the breakwater; the other ends, when boom is in position, are fastened to two large can buoys, planted exactly in the middle of the entrance.

7. During daylight these inner ends, after having been towed from the mid-entrance buoys by a small harbor tug, are fastened to buoys inside the breakwater and well clear of the entrance. It took them less than fifteen minutes - the morning I watched the operations - to clear the entrances of the booms, swing them around and make the free ends fast to the inner buoys.

8. In the harbor at the time of my visit there were three cruisers of the GLOIRE class, all belonging to the Northern Squadron. The MARSEILLAISE, flag-ship, was in this number. The French, unlike the English, still have their names on the

ships, but, similarly to the English, they do not fly distinguishing flags and pennants.

9. I made enquiries and found that no special protection of any kind is used to protect fuel oil tanks from aerial attacks.

10. There appeared to be no special searchlight installation for guarding the port at night.

11. According to popular report, great confusion existed at this dockyard when the mobilization order was issued last August. A large number of the workmen, obeying their orders, joined the army, - the result being that for some time the work at the dockyard practically ceased.

12. Also in this port there is a large number of people with socialistic and revolutionary tendencies, who, according to the Sous-Prefet, gave the authorities a great deal of trouble and anxiety during the first few weeks of the war.

13. However, these matters have long been straightened out, undesirable elements gotten out of the city, in some cases out of the country; the workmen have been sent back from the army, about 10,000 at present engaged in the yard, - and from a superficial inspection of the whole plant, everything seems to be running smoothly and efficiently.

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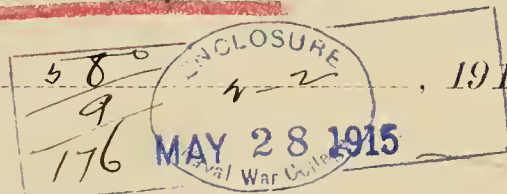
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C o n f i d e n t i a l .

SUBJECT NOTES ON GERMAN SUBMARINE WARFARE.

From Z No. 199 Date April 15, 1915, 191

Replying to O. N. I. No. Date



An officer of one of the submarine boats which has been actively operating on the British coast says that the greatest danger they are exposed to comes from being rammed and that great caution has to be observed. When the periscope first came to the surface, a destroyer or other vessel steaming close at hand could at this moment have an opportunity to ram before the submarine could see her and dive.

Referring to the transportation of troops from England to France he spoke of the transports being so absolutely enveloped by destroyers that a submarine could not show herself without being sunk.

The same officer said that when they stopped merchantships and called the master to come on board with his papers that in nearly every case the master failed to bring with him the manifest, or invoices, and claimed they were mislaid or he had forgotten them.

In the case of the Dutch ship "MEDEA" from Italy for England, claimed to be laden with oranges only, the master brought the invoices for the orange portion of the cargo and claimed there was nothing else. The submarine officers then worked out the space which the oranges would occupy and found it to be only one third of the ships capacity. She was deeply laden ~~with oranges~~ and oranges were on top of anything else that might be there. They therefore sank the ship.

Another case they stopped an innocent looking English coasting steamer which suddenly opened fire and two destroyers appeared. Only by quick work did the submarine escape. They considered that the steamer in this case was acting as a decoy.

Asked if they would sink a ship like the "LUSITANIA" if they got a chance, the officer said certainly, in fact she was being looked for. Due warning had been given about taking passage in English steamers and as England had adopted the policy of starving the people of Germany they had only themselves to blame if British vessels were put out of bringing supplies to England.



SUBJECT Composition of Italian Fleet and its flag officers -
(Constitution of one or more groups of Scouts)

From T No. 97. Date April 15, 1915.

Replying to O. N. I. No. ----- Date -----

1. Decree No. 945 of August 30, 1914, - and which was reported in "T" 242 of September 23d, 1914 - have the following articles appended by Royal Decree -

Art. 1.

(after par. (d) add):

(e) of one or more groups of Scouts;

Art. 2.

(after 3d. par. of Art. 2 add):

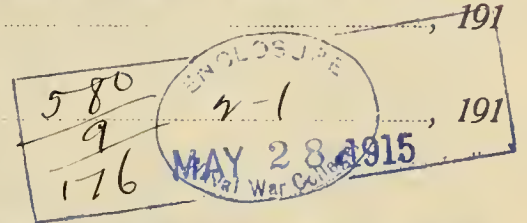
Each group will be under the command of a Capitano di Vascello or a Capitano di Fregata - The senior group commander will have the title of "Senior Commander of Scouts".

Need not be returned.

SUBJECT SINKING OF BRITISH STEAMER "FALLABA".

From Z No. 198 Date April 15, 1915.

Replying to O. N. I. No. Date



I asked the Reichs-Marine-Amt to give me an account of the sinking of the "FALLABA" and the reason for the loss of life.

At first I was refused on the ground that the ship was English and did not concern America and that there was nothing to say beyond the statement published in the "Norddeutsche Allgemeine Zeitung" of April 2, 1915. I then remarked that I was not interested in the ship because she was English but because the conduct of war, especially on the sea, was of interest to all nationalities. Also that the new sea warfare with submarines and the laws to govern it were of particular interest to all nations, that the acts of today became the precedents of to-morrow and they perhaps became the International Law of the future.

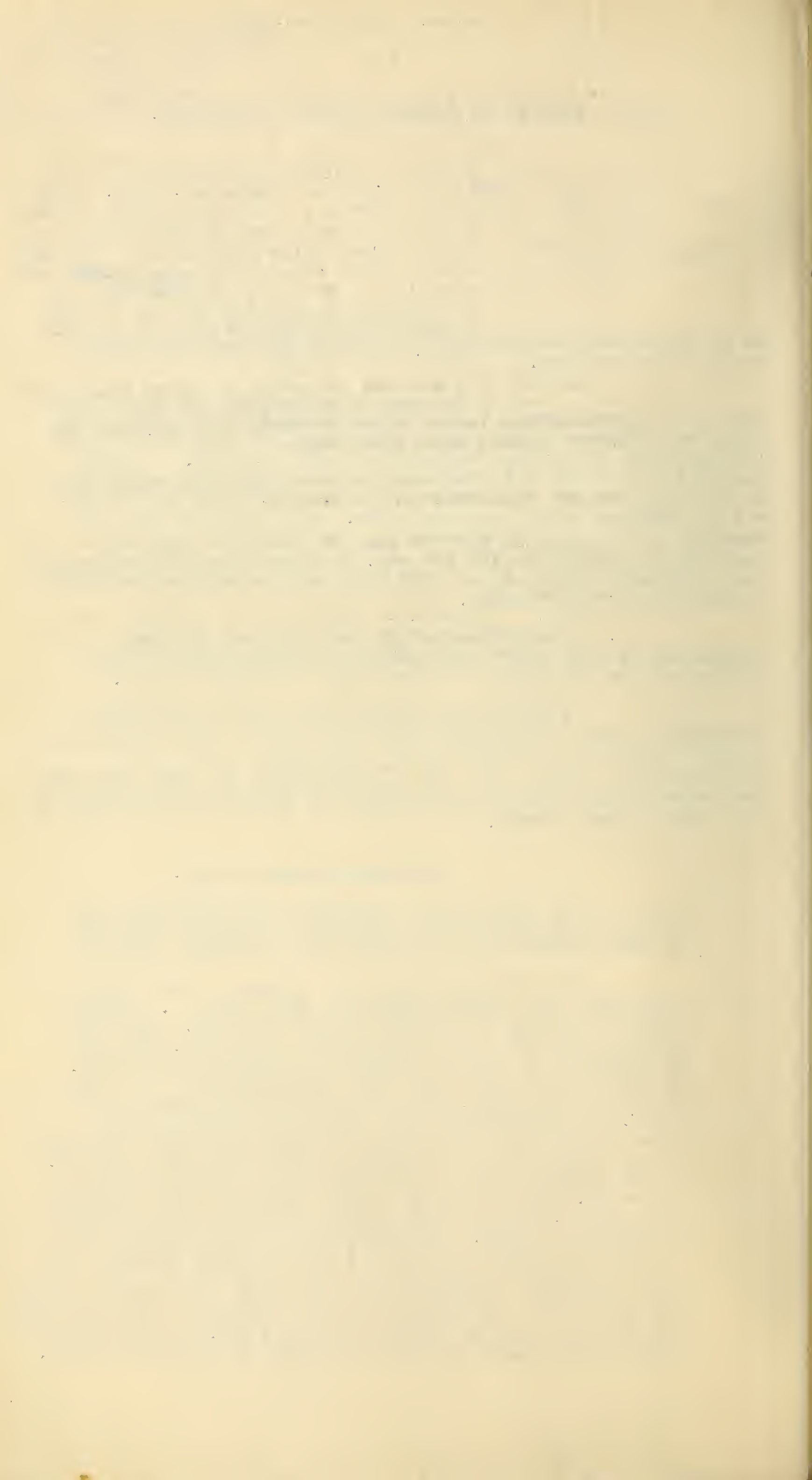
The following day the Reichs-Marine-Amt telephoned me that they would publish an explanation of the sinking of the "FALLABA", a translation of which follows.

A friend who talked with one of the junior officers of the "U 28" some days ago gave the same version in regard to the use of radio by the "FALLABA", the time for crew and passengers leaving the ship being extended to 23 minutes and the torpedo being fired only because the submarine had to make off from approaching vessels.

T r a n s l a t i o n .

In view of the distorted news regarding the events at the sinking of the English steamer "FALLABA" we have received the following from competent source:-

The submarine gave the signal to the steamer "FALLABA" "to turn at once or I will fire". Without paying attention to it the steamer run away, made even signals by means of rockets to call for help, and could be caught up to after a chase of a quarter of an hour. Although there was danger for the submarine to be fired at from the steamer, or to be attacked by approaching craft, the steamer was not fired at immediately, but after arriving at 500 metres distance the order was given by voice and signal to leave the ship within ten minutes. On the steamer the beginning was made to bring boats to the water. While this was partly done in a very unseaman-like manner, several boats being injured in the attempts to lower the boats, the crews of the ship quickly took to the boats and kept in the vicinity, without rendering aid to the passengers struggling in the water which had been quite possible. From the time the order was given to leave the ship until the torpedo shot was fired not the originally granted ten minutes passed but 23 minutes, preceded by the chase which should have been utilized to clear the boats.

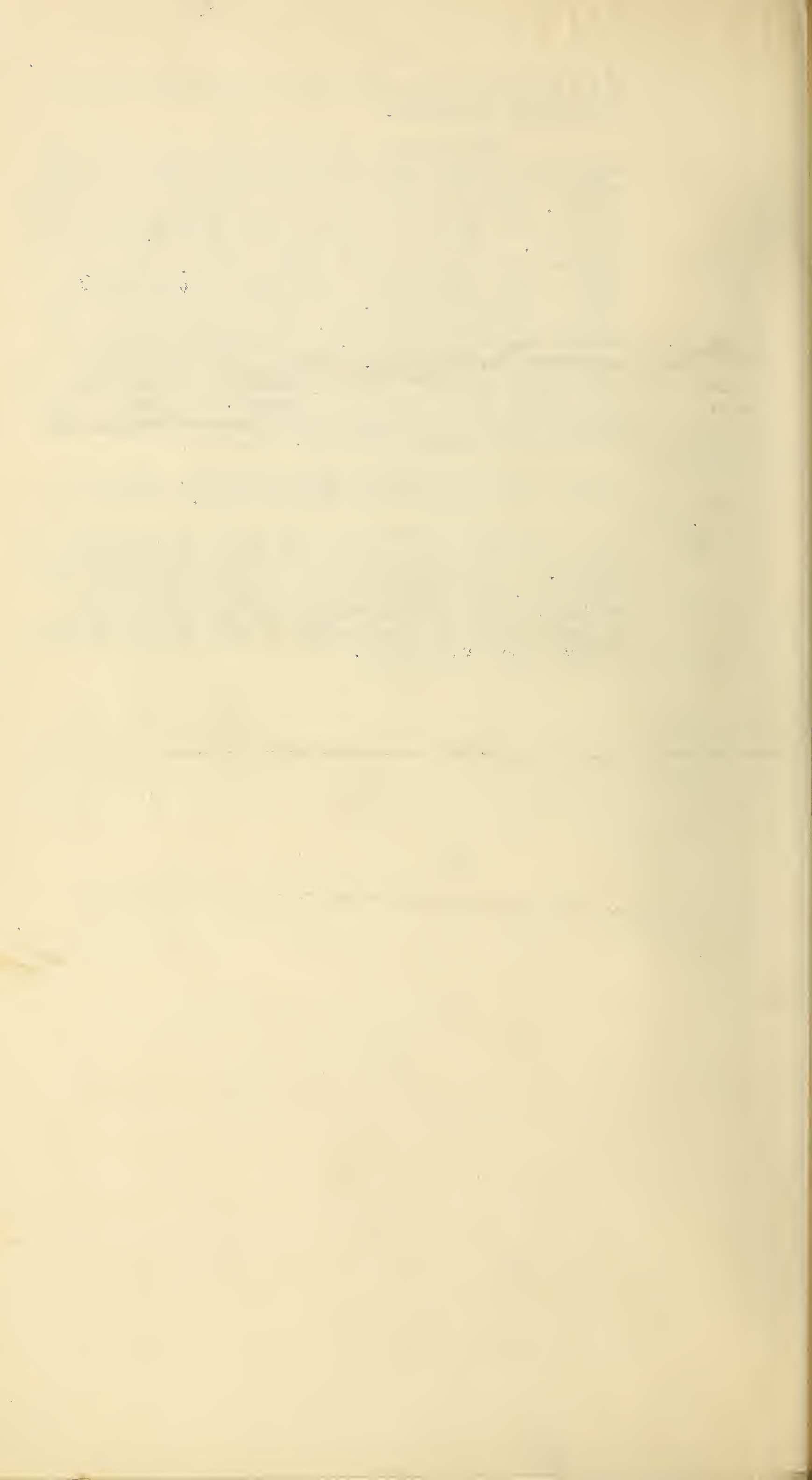


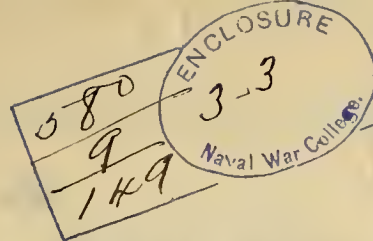
The statement that only five or even three minutes were given is untrue.

The torpedo was fired only then when the approach of suspicious vessels whose attack he must expect forced the captain of the submarine to quick action. When the shot was fired nobody could be seen on the ship except the captain who bravely stood by his post. Only a little while after a few persons became visible who worked about a boat. As far as the crew of the submarine is concerned the men were at their respective posts, the men for serving the gun and for signalling on deck. To participate in the rescue they could not do, as a submarine could not take up any passengers. Against the slanderous accusation that our men commenced to laugh sneeringly not a word of defense is necessary. At the proceedings before court in England no witness has dared to make this statement.

It is further untrue that the submarine had any time hoisted the English flag.

The submarine has shown at the incident as much consideration as was compatible with her own safety. It is very much to be regretted that lives were lost, the responsibility rests however on England, which arms merchantships and causes them to participate in the conduct of the war and to make attacks upon submarines.





APR 24 1915

Need not be returned.

WEEKLY POLITICAL SUMMARY.

The Session of the Reichstag -- Against the Exceptional Legal Decisions -- Martial Law and the Censorship -- Bread and Potatoes -- A Secured Future. -----MICHAELIS.

The Reichstag at this session completed its constituted tasks in quick time. Assembling on the tenth of March, it adjourned yesterday until the eighteenth of May. Ten days sufficed to complete the business which under normal conditions would keep it in session five months. There were other important domestic and social affairs to decide besides passing the imperial government's estimates. And what the new secretary of finance said on the 10th of March - that he had become several pounds thinner - applies not merely to this year's budget, although only extrinsically; the intrinsic difference from the previous budget should balance it.

The remaining measures and decrees with which the Reichstag at this session busied itself surpassed in its opinion the legislative proceedings which it was accustomed to enact. In times of peace, such decisive tasks as those concerning regulations to provide for foodstuffs, questions of support, the problem of censorship and martial law would only be decided after thorough and searching discussion. At this time, all debatable measures were decided in a trice. Differences of opinion were adjusted in the committees. Here and there during the general sessions individual ill-timed utterances were noticed, since party opposition is only checked and has not really disappeared. Meanwhile it will doubtless be that after the war parties will again exist and it is due to say that the Reichstag at best has been right in this self restriction of the present exceptional conditions. Everything has its time. As conditions exist today, there is no other aim than to carry it through to an honorable peace, to do all to facilitate this and to omit everything which can interfere with the attainment of this aim.

It cannot be said in this respect that the German people and their assembled representation should be deluded as we live in the best of all worlds. Everything in war is turned against a powerful enemy; whatever could disturb the unanimity of the people and injure its power of striking would be doubly painful. A certain feeling of this was shown by the Prussian Government at the session of the house of deputies when they recognized the necessity of showing in what manner internal politics stood in need of re-organizing. This concession lost very much of its expected result because of its vagueness. The Reichstag has made the attempt to scrutinize carefully existing conditions and at least to make an attempt to better them in certain ways during the war. In the committee on the budget the proposal was accepted to request the Federal Council to remove forthwith the measures directed against individual parts of the German people. This resolution was particularly directed against the phrasing of the imperial law on forming unions and the remainder of the Jesuit law. The immediate success of this motion is not to be expected. The Allied Governments fear, perhaps without sufficient cause, that because of any legal action at this time a deep feeling of unrest might be produced in the people. The proposer would on this account hold out hopes after the war and the secretary of state for the interior gave a questionable interpretation of the changes in the future when he declared that the opinion over what is regarded as an exceptional law is different. Overmuch has not been attained from the Reichstag in the direction of a revision of existing conditions. One must hope that the fight for people's rights will continue with greater energy, at least there is no more doubt to what reforms the majority of the Reichstag are pledged.

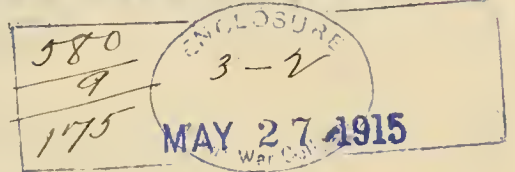
As regards the questions of censorship and a state of war, one cannot express the general wish. The war has clearly shown the

Translation.

225

Order

regarding Changes in the Prize Rules of September
30th 1909 (Reichsgesetzblatt 1914, page 375, 441,
481, and 509).



From April 18, 1915.

In retaliation of the rules instituted by England and her allies which deviate from the London Declaration concerning International Law at Sea of the 26th of September 1909, I approve for the present war the following changes in the Prize Rules of the 30th of September 1909 with the amendments of October 18th, November 23d and December 14, 1914.

The Sections 31, 23, 27, 33, 35, 40, as well as the supplements to 23 will be replaced by the following rules:-

21. As absolute contraband of war the following objects and materials are to be considered:-
1. Arms of all kinds inclusive arms for sporting purposes and recognizable parts of the same.
 2. Projectiles, cartridges, of any kind, and their recognizable parts and ingredients.
 3. Powder and explosives of any kind.
 4. Gun barrels, gun carriages, limbers, ammunition wagons, field kitchens, field bakery wagons, provision and ration wagons, field smithies, search-lights, search-light implements, and recognizable parts of these articles.
 5. Range finders and recognizable parts of the same.
 6. Binoculars, telescopes, chronometers, and nautical instruments of any kind.
 7. Military uniforms and military equipments recognized as such.
 8. Riding, draught and pack animals which can be used in war.
 9. Military harness and saddlery articles recognized as such.
 10. Camping utensils and parts of them recognized as such.
 11. Armor plates.
 12. Lead(in pig form), plates or lead pipes.
 13. Barbed wire and tools required for ~~thick~~ its erection and cutting.

This translation is made from a Deutscher Reichsanzeiger and Königlich Preussischer Staatsanzeiger No. 92. Berlin, Mittwoch, den 21. April, 1915. Original as well as home. are in Register No. 4526, loaned by O.N.J.

14. Tin plates.
 15. War ships and other war craft and such essential parts of them which according to their special character can only be used on war craft; ships tin material and shipbuilding steel.
 16. Submarine sounding signal apparatus.
 17. Aeroplanes and air craft of any kind, their recognizable component parts and accessories, recognized as such, objects and material which can be recognized as intended to be used for aerial navigation.
 18. Tools and implements used in the manufacturing and repairing of arms and war material.
 19. Turners lathes. of any kind.
 20. Wood for underground work.
 21. Coal and coke.
 22. Flax.
33. As relative contraband of war the following articles and material which can be used for warlike as well as peaceful purposes, are to be considered :-
1. Provisions.
 2. Forage and fodder of any kind.
 3. Articles of clothing which can be used for military purposes, clothing and shoes.
 4. Animal wool, raw or worked up, as well as woollen carded yarn.
 5. Gold and silver coined and in bullion, as well as paper money.
 6. Vehicles of any kind which can be used for war war purposes, especially all motor vehicles.
 7. Rubber tires for motor vehicles, as well as all articles and material used in the manufacture and repair of the same.
 8. Caoutchouc and gutta-percha and articles prepared from the same.
 9. Fixed or rolling railroad material, telegraph, radio and telephone material.
 10. Fuel material, except coal and coke; lubricating material.
 11. Sulphur, sulphuric acid, nitric acid.

12. Horse shoes and utensils for making them.
13. The following ores:- Wolframite and Sheelite, molybdane, nickel, chrome, hematite iron, manganese and lead ores.
14. The following metals: Wolfram, molybdenum, vanadium, nickel, selen, cobalt, hematite raw iron, manganese, aluminium, copper.
15. Antimony and its sulphur combinations and oxides.
16. Iron alloys (ferric combinations) inclusive wolframite - molybdenium - Manganese - vanadium - and chrome iron.
17. Harness and saddle equipments.
18. Leather, prepared and unprepared, as far as it can be used for saddlery, harness, military shoes and other military uniform equipment.
19. Tanning materials of all kinds, inclusive of the extracts used in the process of tanning.
20. Woods of all kinds, raw or worked up (especially also cut, sawed, and planned) excepting wood for underground working; ~~and~~ charcoal tar.
21. Ships, boats, and water craft of all kinds, floating docks and constructions for dry docks, as well as the parts of them.

27.

The following articles cannot be declared as contraband of war :-

1. Raw cotton, raw silk, raw jute, raw hemp.
2. Rosin, varnish, ~~h~~op.
3. Raw hides, horns, bones, and ivory.
4. Natural and artificial fertilizers.
5. Earth, clay, burnt lime, chalk, stones inclusive marble, brick, slate and tiles for roofing.
6. Porcelain and glass.
7. Paper and material for the manufacture of the same.
8. Soap, paints inclusive the materials for the preparation of the same and varnish.
9. Chloride of lime, soda, caustic ~~xxx~~ soda. sulphide of sodium in cakes, ammonia sulphate of copper.
10. Machines for agricultural and mining

purposes, for the textile industries and machines for printing purposes.

11. Precious stones, half precious stones, pearls, mother-of-pearl and corals.
12. Clocks and pocket watches, except chronometers.
13. Fancy goods and stationery.
14. Feathers of all kinds, hair and bristles.
15. Objects for living apartments and ornamentation of homes; office furniture and office supplies.

33. In so far as circumstances are not against it, the ~~assumed~~ hostile destination noted in 32 is to be assumed in :

- (a) If the cargo is directed to an enemy government office, or governmental authority (Behörde), or to an agent of the same, or to a trader of whom it is known that he furnished the articles in question, or prepares products from the same, to an enemy, or to an administrative office of an enemy government.
- (b) If the cargo is sent "on order" or to a consignee whose name cannot be discovered from the ships papers, or to a person sojourning in enemy country, or in a territory occupied by the enemy.
- (c) If the cargo is directed to a fortified place of the enemy, or to a place which serves the enemy forces as a base of operations or supply basis.

Merchantships as such are not to be assumed as intended for the enemy forces or for administrative places of an enemy government, simply because they are en route to places specified in c.

35. Objects of the relative contraband of war are subject to confiscation only on ships en route to enemy territory, or territory occupied by enemy forces, providing that the articles in question are not intended to be discharged in a port which the ship touches before reaching her final destination.

The limitation of "Absatz 1" does not hold good :

- (a) If the presumptions of No. 33 b are evident, or
- (b) If the ship is directed to a neutral country of which it is known that the enemy purchases articles of the kind in question from there.

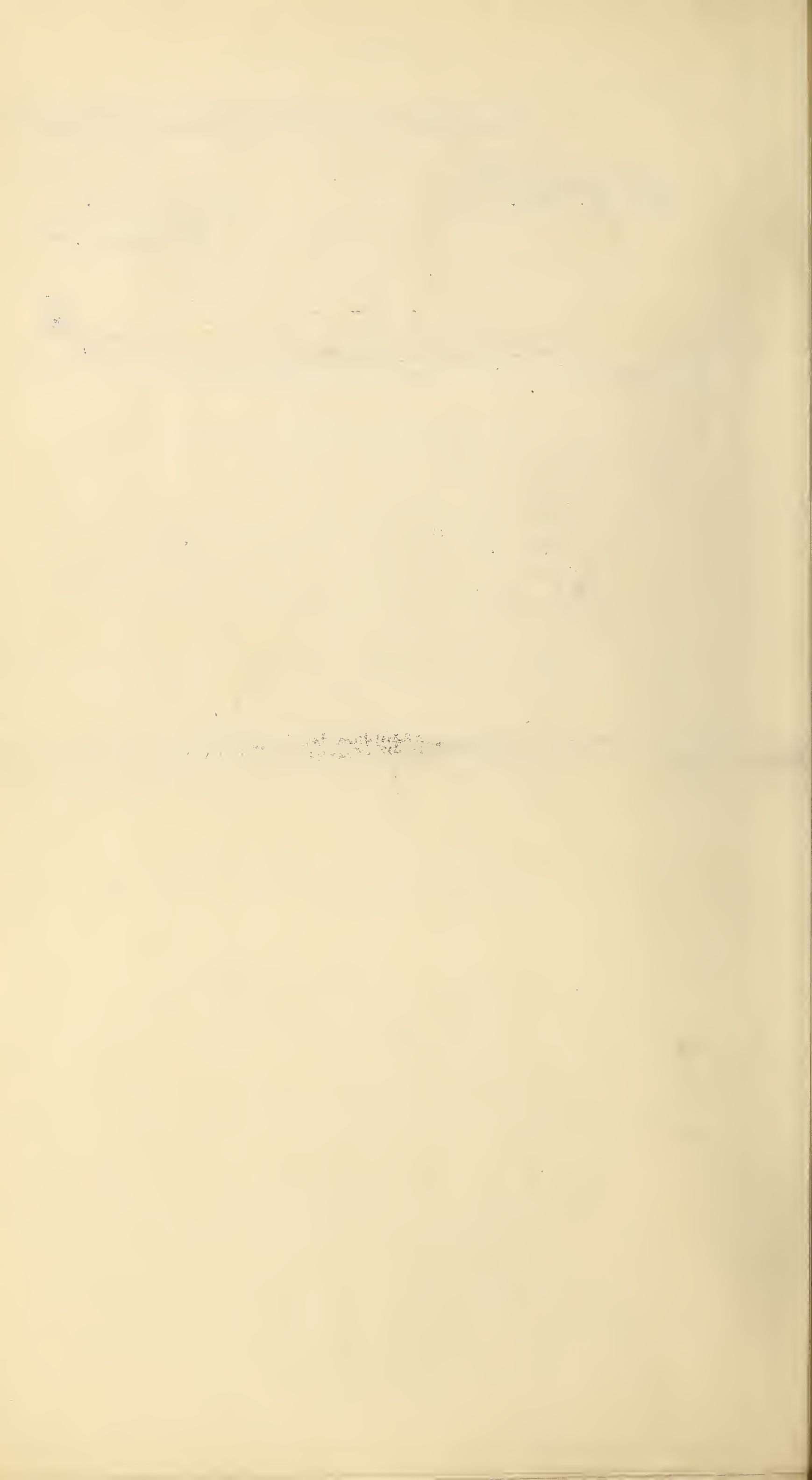
40. A confiscation can not be based on a formerly carried out and finished trip on which contraband was carried. If, however, the ship has carried contraband to the enemy contrary to the statements of the ships papers, she is subject to seizure and confiscation until after the war.

This order takes effect after its publication.

Great Headquarters
April 18, 1915.

W i l l i a m.

von Tirpitz. "



Reichs-Gesetzblatt

Jahrgang 1915

Nr. 49

Inhalt: Verordnung, betreffend Abänderung der Preisenordnung vom 30. September 1909. S. 227.

(Nr. 4714) Verordnung, betreffend Abänderung der Preisenordnung, vom 30. September 1909 (Reichs-Gesetzbl. 1914 S. 275, 441, 481, 509). Vom 18. April 1915.

In Vergeltung der von England und seinen Verbündeten abweichend von der Londoner Erklärung über das Seekriegsrecht vom 26. Februar 1909 getroffenen Bestimmungen genehmige Ich für den gegenwärtigen Krieg die nachstehenden Abänderungen der Preisenordnung vom 30. September 1909 sowie ihrer Zusätze vom 18. Oktober, 23. November und 14. Dezember 1914.

An die Stelle der Ziffern 21, 23, 27, 33, 35, 40 sowie der Zusätze zur Ziffer 23 treten folgende Bestimmungen:

21. Als Kriegskonterbande werden die nachstehenden, unter der Bezeichnung absolute Konterbande begriffenen Gegenstände und Stoffe angesehen:

1. Waffen jeder Art mit Einschluß der Waffen für sportliche Zwecke und ihre als solche kenntlichen Bestandteile;
2. Geschosse, Kartuschen und Patronen jeder Art sowie ihre als solche kenntlichen Bestandteile;
3. Schießpulver und Sprengstoffe jeder Art;
4. Geschützrohre, Lafetten, Proben, Munitionswagen, Feldküchen, Backofenwagen, Proviantwagen, Feldschmieden, Scheinwerfer, Scheinwerfergerät und ihre als solche kenntlichen Bestandteile;
5. Entfernungsmesser und ihre als solche kenntlichen Bestandteile;
6. Doppelgläser, Fernrohre, Chronometer und nautische Instrumente aller Art;
7. militärische als solche kenntliche Kleidungs- und Ausrüstungsstücke;
8. für den Krieg benutzbare Reit-, Zug- und Lasttiere;
9. militärisches als solches kenntliches Geschirr jeder Art;
10. Lagergerät und seine als solche kenntlichen Bestandteile;
11. Panzerplatten;
12. Blei in Blöcken, Platten oder Röhren;

Reichs-Gesetzbl. 1915.

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Ausgegeben zu Berlin den 20. April 1915.

13. Stacheldraht, sowie die zu dessen Befestigung und Zerschneidung dienenden Werkzeuge;
14. Weißbleche;
15. Kriegsschiffe und sonstige Kriegsfahrzeuge sowie solche Bestandteile, die nach ihrer besonderen Beschaffenheit nur auf einem Kriegsfahrzeuge benutzt werden können; Schiffsbleche und Schiffbaustahl;
16. Unterwasserschallsignalapparate;
17. Luft- und Flugfahrzeuge aller Art, deren als solche kenntlichen Bestandteile sowie Zubehörstücke, Gegenstände und Stoffe, die erkennbar zur Luftschiffahrt oder zu Flugzwecken dienen sollen;
18. Werkzeuge und Vorrichtungen, die ausschließlich zur Anfertigung und Ausbesserung von Waffen und Kriegsmaterial hergestellt sind;
19. Drehbänke jeder Art;
20. Grubenholz;
21. Kohlen und Koks;
22. Flachs.

23. Als Kriegskonterbande werden folgende für kriegerische wie für friedliche Zwecke verwendbare unter der Bezeichnung relative Konterbande begriffene Gegenstände und Stoffe angesehen:

1. Lebensmittel;
2. Furance und Futtermittel jeder Art;
3. für militärische Zwecke geeignete Kleidungsstücke, Kleidungsstoffe und Schuhwerk;
4. tierische Wolle, roh oder bearbeitet, sowie wollene Streichgarne und Kamgarne;
5. Gold und Silber, geprägt und in Barren, sowie Papiergeld;
6. für den Krieg verwendbare Fuhrwerke jeder Art und ihre Bestandteile, insbesondere alle Kraftfahrzeuge;
7. Gummiräder für Kraftfahrzeuge, sowie alle Gegenstände und Stoffe, die besonders bei der Herstellung oder Reparatur von Gummirädern verwendet werden;
8. Kautschuk und Guttapercha und die daraus hergestellten Waren;
9. festes oder rollendes Eisenbahnmateriale, Telegraphen-, Funkentelegraphen- und Telephonmateriale;
10. Feuerungsmateriale, ausgenommen Kohlen und Koks; Schmierstoffe;
11. Schwefel, Schwefelsäure, Salpetersäure;
12. Hufeisen und Hufschmiedegerät;
13. folgende Erze: Wolframerze (Wolframit und Scheelit), Molybdän-, Nickel-, Chrom-, Hämatit-eisen-, Mangan-, Blei-Erz;
14. folgende Metalle: Wolfram, Molybdän, Vanadium, Nickel, Selen, Kobalt, Hämatit-roheisen, Mangan, Aluminium, Kupfer;

15. Antimon sowie seine Schwefelverbindungen und Oxide;
16. Eisenlegierungen (Ferro-Verbindungen) einschließlich Wolfram-, Molybdän-, Mangan-, Vanadium-, Chrom-Eisen;
17. Geschirr und Sattelzeug;
18. Feder, zugerichtet und nicht zugerichtet, sofern es brauchbar ist für Sattlerei, Geschirr, Militärschuhzeug oder militärische Kleidungsstücke;
19. Gerbstoffe aller Art einschließlich der beim Gerben gebrauchten Extrakte;
20. Hölzer jeder Art, roh oder bearbeitet (insbesondere auch behauen, gesägt, gehobelt, genutet), ausgenommen Grubenholz; Holzkohlenteer;
21. Schiffe, Boote und Wasserfahrzeuge jeder Art, Schwimmdocks und Vorrichtungen für Trockendocks sowie ihre Bestandteile.

27. Als Kriegskonterbande können die nachstehenden Gegenstände nicht erklärt werden:

1. Rohbaumwolle, Rohseide, rohe Jute, roher Hanf;
2. Harz, Lack, Hopfen;
3. rohe Felle, Hörner, Knochen und Elfenbein;
4. natürlicher und künstlicher Dünger;
5. Erde, Ton, Kalk, Kreide, Steine mit Einschluß des Marmors, Ziegelsteine, Schiefer und Dachziegel;
6. Porzellan und Glas;
7. Papier und die zu seiner Herstellung zubereiteten Stoffe;
8. Seife, Farbe mit Einschluß der ausschließlich zu ihrer Herstellung bestimmten Materialien und Firnis;
9. Chlorkalk, Soda, Alunatron, schwefelsaures Natron in Kuchen, Ammoniak, schwefelsaures Ammoniak und Kupfervitriol;
10. Maschinen für Landwirtschaft, für Bergbau, für Textilindustrie und für Buchdruckerei;
11. Edelsteine, Halbedelsteine, Perlen, Perlmutter und Korallen;
12. Turm- und Wanduhren, Standuhren und Taschenuhren außer Chronometern;
13. Mode- und Galanteriewaren;
14. Federn jeder Art, Haare und Borsten;
15. Gegenstände zur Wohnungseinrichtung und zum Wohnungsschmucke, Bureaumöbel und Bureaubedarf.

33. Sofern die Umstände dem nicht widersprechen, ist die in Ziffer 32 bezeichnete feindliche Bestimmung anzunehmen:

- a) wenn die Sendung an eine feindliche Behörde oder den Agenten einer solchen oder an einen Händler, von dem feststeht, daß er Gegenstände der fraglichen Art oder Erzeugnisse aus ihnen der Streitmacht oder den Verwaltungsstellen des feindlichen Staates liefert, gerichtet ist;

- b) wenn die Sendung an Order oder an einen aus den Schiffspapieren nicht ersichtlichen Empfänger oder an eine Person, die sich im feindlichen oder vom Feinde besetzten Gebiet aufhält, gerichtet ist;
- c) wenn die Sendung nach einem befestigten Plage des Feindes oder nach einem Plage, der der feindlichen Streitmacht als Operations- oder Versorgungsbasis dient, bestimmt ist.

Rauffahrteischiffe selbst sind nicht schon um deswillen als für die feindliche Streitmacht oder für Verwaltungsstellen des feindlichen Staates bestimmt anzusehen, weil sie sich auf der Fahrt nach einem der zu c bezeichneten Plätze befinden.

35. Gegenstände der relativen Konterbande unterliegen der Beschlagnahme nur auf einem Schiffe, das sich auf der Fahrt nach dem feindlichen oder vom Feinde besetzten Gebiet oder zur feindlichen Streitmacht befindet und das diese Gegenstände nicht in einem neutralen Zwischenhafen ausladen soll, d. h. in einem Hafen, den das Schiff vor dem Erreichen jenes Zieles anzulaufen hat.

Die Einschränkung des Abs. 1 findet keine Anwendung:

- a) wenn die Voraussetzungen der Ziffer 33 b vorliegen oder
- b) wenn das Schiff nach einem neutralen Lande bestimmt ist, von dem feststeht, daß die feindliche Regierung von dort Gegenstände der fraglichen Art bezieht.

40. Auf Grund einer früher ausgeführten, aber bereits vollendeten Beförderung von Konterbande kann eine Aufbringung nicht bewirkt werden.

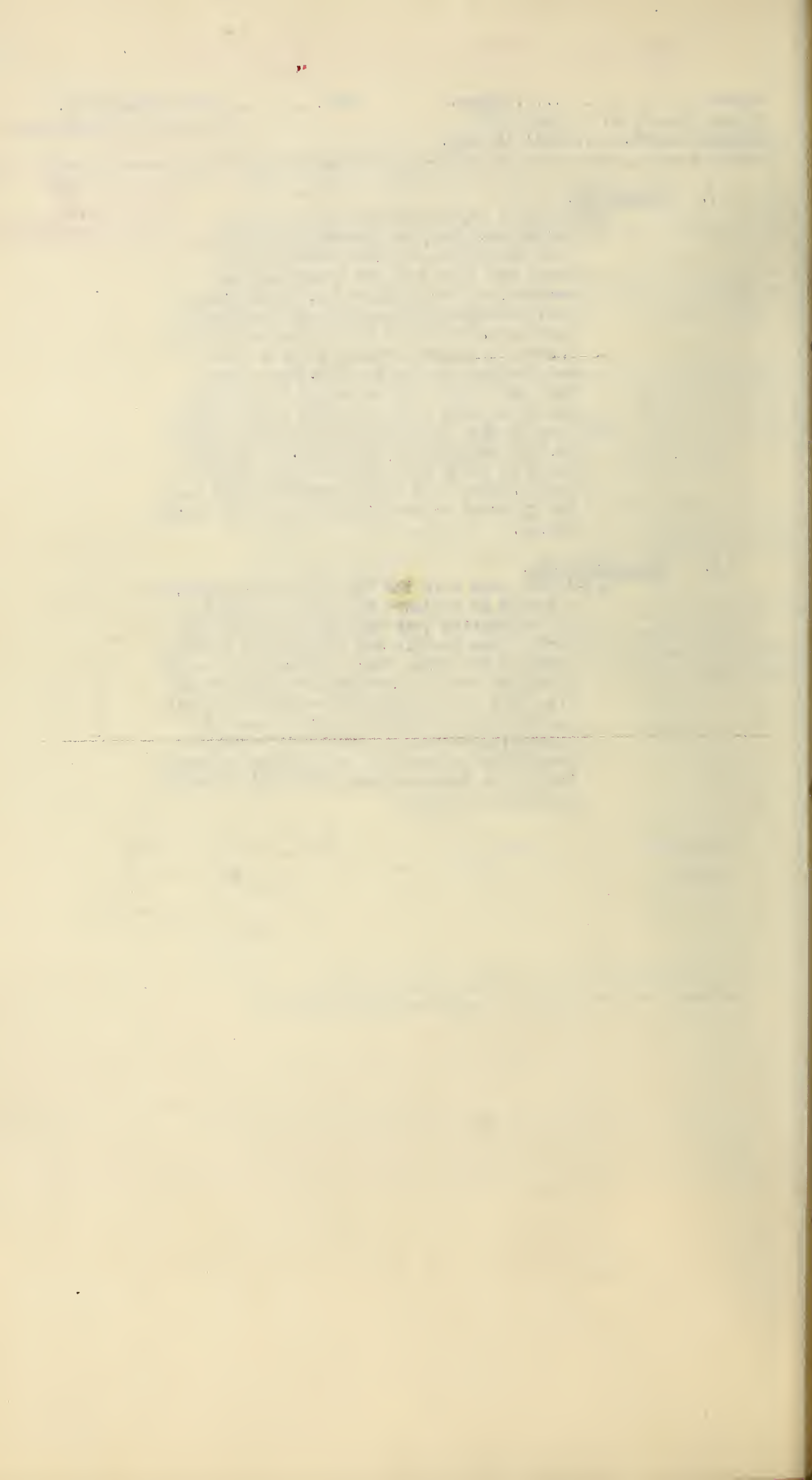
Hat jedoch das Schiff Konterbande entgegen den Angaben seiner Schiffspapiere dem Feinde zugeführt, so unterliegt es der Aufbringung und Einziehung bis zur Beendigung des Krieges.

Diese Verordnung tritt mit ihrer Verkündung in Kraft.

Großes Hauptquartier, den 18. April 1915.

(L. S.)

Wilhelm
v. Tirpitz



Need not be returned.

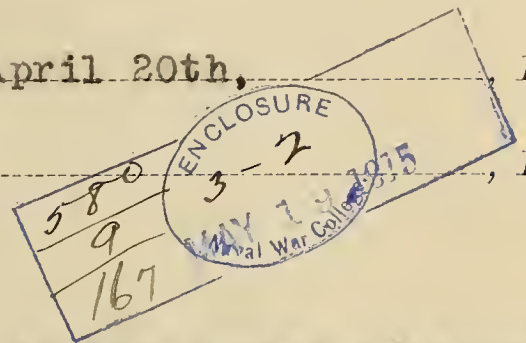
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SUBJECT

MINES on DUTCH COASTS.

From Z (H) No. 210 Date April 20th, 1915

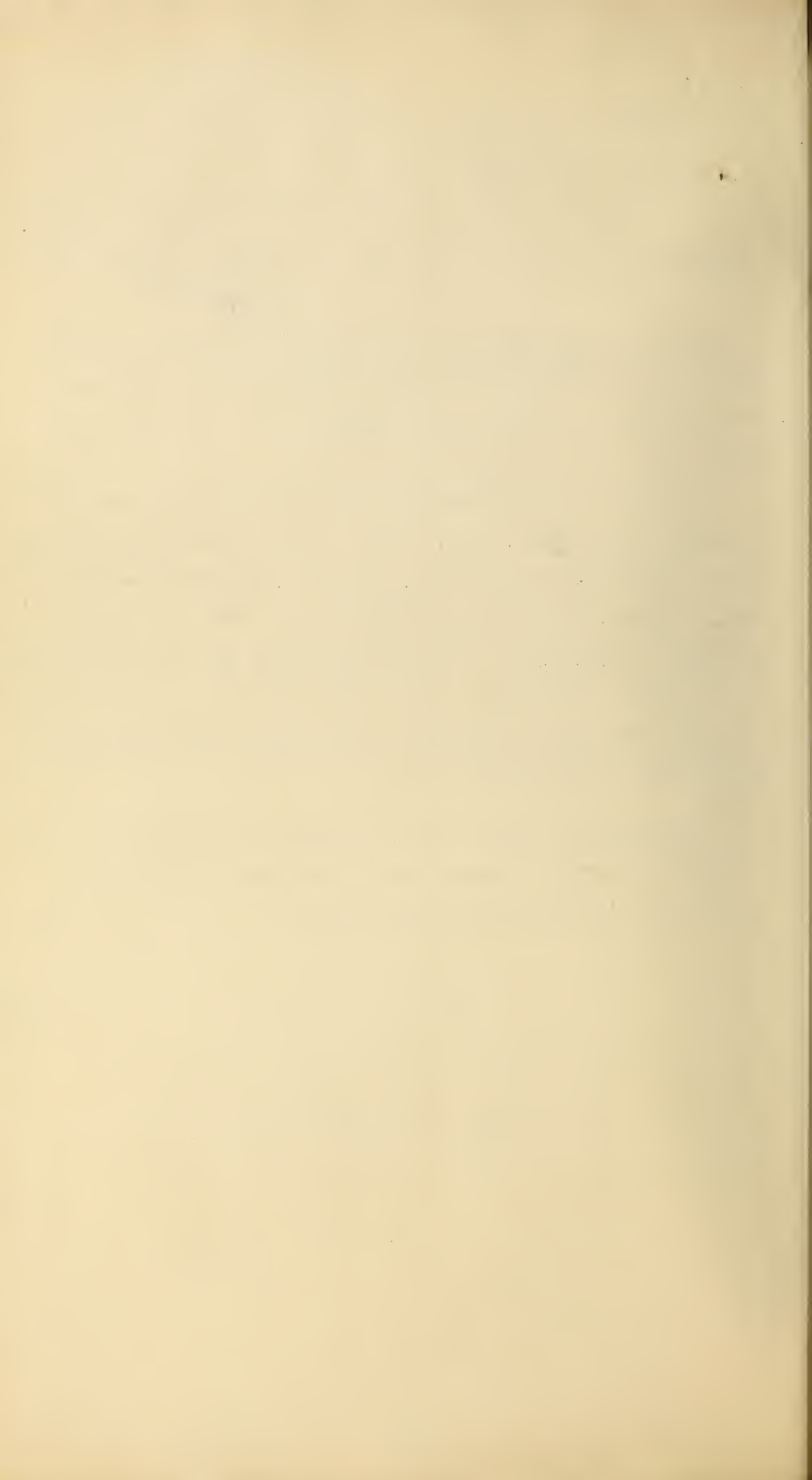
Replying to O. N. I. No. Date, 191



The following particulars in regard to the number of mines which have been found off the Dutch coasts since the outbreak of hostilities are reported in the Nieuwe Courant, The Hague, April 13th:

The total number of mines found on and off the Dutch coasts up to the 1st of April, 1915, is 487. These mines divided according to origin are: 259 English, 54 French, 28 German and 146 of unknown origin. The majority of these mines have been fired at and sunk. A large number of these mines have also been destroyed on the shore. Most of these mines have been found between The Helder and The Hook of Holland. A large number have also been found north of The Helder.

As previously reported upon, several accidents happened earlier in the war in the attempt to break down and disassemble some of the mines found on the Dutch coast.



Office of Naval Intelligence,

April 21, 1915.



N.H.L.

T 4 : 21

Russian Imperial Order on the application
of "Declaration of London" to the
present war, with a translation of Russian
text of the Declaration and explanations laid
down by Navy Department.

Translated by Miss N.D.Fomine. Revised by
Captain N.A. McCully.

Imperial Ukaz.

on the application of Rules of Naval War elab-
orated by the London Conference of 1908 - 1909
with certain amendments thereof and supplements
thereto as well as Explanation of the conformity
(or adaption) of the Naval Prize Rules with the
"Rules of Naval War"

Order of the Minister of the Navy to
the Fleet and to the Navy Department,
Petrograd 9th September 1914, No.304.

I am publishing for execution by the Fleet and by the
Naval Department the Imperial Order to the governing Senate
dated this 1st day of September (old style), printed in the No.
249 issue of the collection of Laws and Legislative orders, art.
2352, 1914, in conjunction with the Rules of Naval War as elabo-
rated by the London Conference of 1908 - 1909.

At the same time, in view of the importance that said "Rules"
be strictly complied with in practice, I direct that the hereunto
annexed "Explanation" in regard to conformity (or adaption) of
the above "Rules" with the "Naval Prize Rules", be complied with.

(Signed) Grigorovich,
Minister of the Navy,
General-aid-de-camp.

TO THE NAVAL GENERAL STAFF.

Imperial Ukaz.

to the governing Senate.

Having found it necessary, owing to agreement concluded with the allied French and British Governments, to apply - as a provisory measure - the Regulations in regard to the right of Naval War, elaborated by the London Naval Conference of 1908-1909, with some amendments thereof and supplements thereto, and having approved the decision of the Council of Ministers in this respect, We order:

that the hereunto annexed "Rules of Naval War" elaborated by the London Naval Conference of 1908-1909, and the following amendments and supplements, be complied with during the present war.--

- - - - -
I

As absolute contraband is considered:

- 1) All kinds of arms, including those used in hunting, as well as separate component parts.
- 2) Projectiles, shells and cartridges of all kinds and separate component parts.
- 3) Gunpowder and explosives specially used in war.
- 4) Gunmounts, caissons, limbers, vans, field forges and their component parts.
- 5) Articles especially intended for military equipment and war purposes.
- 6) Special harness for war purposes of any kind.
- 7) Riding, driving and pack animals, which may be suitable for war purposes.

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10) War Vessels and boats and their component parts, which, owing to their characteristics, cannot be used otherwise than on war vessels.

11) Instruments and apparatus exclusively intended for the preparation of war materials, or for making and repairing arms and articles of either land or naval war equipment.

12) Aeronautics^{stats} and aeronautical apparatus, separate parts of them, as well as appurtenances, articles and material specially destined for aeronautical purposes.

Conditional Contraband is:

- 1) Provisions.
- 2) Forage and grain suitable for feeding animals.
- 3) Clothing and material for clothing, as well as boots or shoes for military purposes.
- 4) Gold and silver in money and ingots and also paper money.
- 5) All kinds of carriages and carts suitable for war purposes, as well as their separate parts.
- 5) Ships, vessels and boats of all kinds, floating docks, parts of docks and separate parts of such.
- 7) Railroad material, permanent or mobile, telegraph material and radiotelegraph and telephone material.
- 8) Fuel, lubricating materials.
- 9) Gunpowder and explosives not used exclusively for war purposes.
- 10) Barbed wire as well as tools for securing or cutting it.
- 11) Horseshoes and forge material.
- 12) Harness and saddles.
- 13) Binoculars, telescopes, chronometers and various nautical instruments.

THE UNIVERSITY OF CHICAGO

PHILOSOPHY DEPARTMENT

1950-1951

PHILOSOPHY 101

PHILOSOPHY 102

PHILOSOPHY 103

PHILOSOPHY 104

PHILOSOPHY 105

PHILOSOPHY 106

A neutral ship which by evasion conveys to the enemy contraband under false papers, may be seized for carrying such contraband if she be encountered before the termination of her return voyage.

3.

The destination mentioned in Par. 33 of the "Rules on Naval War", elaborated by the London Naval Conference, is established by any sufficient evidence and is considered as existing, besides the presumption fixed by Par. 34, in two cases of any goods shipped to an agent of the enemy country either for him, or for a dealer, or to any other person known to be a purveyor of the enemy government, or for such dealer or such person.

4.

The existence of the blockade is considered to be known:

a) to all vessels which may have left an enemy port, or have entered any such port within a time after notification of the blockade by the local authorities, sufficient for the enemy government to have made the same public.

b) to all vessels, which may have left a Russian or allied port, or have entered such port after the blockade has been made public.

5.

In amendment of the stipulations of Par. 35 of the "Rules" of the London Naval Conference, should the destination of conditional contraband, mentioned in Par. 33, be proved, such goods will be subject to confiscation in whatever port the ship may take them and whatever they may be landed.

The governing Senate must issue the necessary order to carry the above into effect.

The original is signed in His Majesty's own handwriting.

"NICOLAS".

Tzarskoe Selo

September 1st 1914.

Countersigned:

Gorémýkin, Secretary of State, president
of the Council of Ministers.

Annex.

Rules governing
the operations during a naval war,
elaborated by the London Confer-
ence of 1908 - 1909.*

Chapter I.

Blockade during war.

1.

A blockade may be established only on ports and coasts belonging to the enemy, or occupied by him.

2.

In accordance with the Paris "Declaration" of 1856, a blockade to be binding, must be effective, that is, it must be maintained by a force sufficient to constitute a real obstacle to the access to the enemy's shore.

3.

The question of effectiveness of a blockade is a question of fact.

4.

The blockade is not considered as raised if the blockading vessels withdraw temporarily by reason of bad weather.

5.

The blockade must be applied to every flag without exemption.

* These rules follow the Russian text of the "Declaration of London."

6.

The Commander of the blockading forces may allow war vessels to enter a blockaded port, and afterward to leave it.

7.

In case of distress, verified by an officer of the blockading forces, a neutral ship may enter and leave a blockaded area, upon condition of neither discharging nor shipping any cargo, while there.

8.

A blockade, in order to be effective, must be declared in accordance with Par. 9 and made public in accordance with Pars. 11 and 16.

9.

The declaration of the blockade is made either by the government of the blockading power, or by the naval authorities acting in the name of this Power.

The declaration fixes:

- 1) The day of the beginning of the blockade;
- 2) The geographic limits of the blockaded coast;
- 3) The term allowed to neutral vessels for leaving.

10.

Should the blockading Power, or the naval authorities acting in its name, not comply with the stipulations which, in virtue of provisions of the P.P. 1 and 2 of Par. 9, they ought to have observed in declaration of the blockade, the latter will be considered null and void, and, in order that the blockade should be lawful, it must be again declared.

11.

The blockade is declared:

- 1) To neutral Powers - by the blockading Power by direct communication to the Powers themselves, or to their accredited representatives;
- 2) To local authorities - by the Commander of blockading forces;

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these authorities, in their turn, inform thereof - within the shortest delay possible - the foreign consuls of the port, or coast, blockaded.

12.

The rules in regard to the declaration of the blockade and to the information thereof, are to be complied with also in such cases when the area of the blockade may be extended, or, after having been suspended, is resumed.

13.

A voluntary suspension of the blockade, as well as any abridgement, must be made known in accordance with stipulations of Par.11.

14.

The possibility of seizing a neutral vessel for breaking the blockade, depends on her real or presumed knowledge of the blockade.

15.

The knowledge of the blockade is presumed, if there be no proof to the contrary, when the vessel has left a neutral port after the blockade has been announced in due time to the Power, to which the port belongs.

16.

Should a vessel approaching a blockaded port not know of the existence of the blockade, or if it can not be presumed that she knew of it, then the communication to that effect must be made to the vessel by an officer from one of the blockading ships. Such communication must be entered in the ship's log (diary) book, stating the day and hour, as well as the geographic position of the vessel at the given moment.

A neutral ship, leaving a blockaded port, must be allowed to do so without hindrance if, owing to negligence of the Commander of the blockading forces, the local authorities were not informed of the blockade, or if, in having been informed of it,

the term has not been made known to them.

17.

A neutral ship can be seized for breach of blockade only within the sphere of action of war vessels which are entrusted with maintaining the effectiveness of the blockade.

18.

Blockading forces must not interfere with access to neutral ports and coasts.

19.

If a vessel at the moment be on her way to an unblockaded port, and whatever may be her subsequent destination, or the destination of her cargo, the breach of the blockade is not considered sufficiently established to justify her seizure.

20.

If a ship, violating the blockade by leaving a blockaded port, or by attempting to enter it, she is subject to seizure as long as she is pursued by a ship of the blockading force. If the chase after her be stopped, or if the blockade be suspended, she cannot, after this moment, be seized.

21.

A vessel found guilty of violating a blockade is confiscated. The cargo also will be confiscated unless it be proved that, at the moment of shipping the cargo, the shipper did not and could not know of her intention to violate the blockade.

Chapter II.

War contraband.

22.

As war contraband by right, are considered the following articles and materials, designated as absolute contraband:

- 1) All kinds of arms, including those used in hunting, as well as their separate component parts.
- 2) Projectiles, shells and cartridges of all kinds, as well as their separate component parts.
- 3) Gunpowder and explosives specially used in war.

The following are the results of the investigation.

1.

The first result is that the investigation has shown that the results of the investigation are as follows:

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The second result is that the investigation has shown that the results of the investigation are as follows:

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The third result is that the investigation has shown that the results of the investigation are as follows:

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7.

The seventh result is that the investigation has shown that the results of the investigation are as follows:

- 4) Gun mounts, caissons, limbers, vans, field forges and their component parts.
- 5) Articles especially intended for field equipment and war purposes.
- 6) Special harness for war purposes of any kind.
- 7) Riding, driving and pack animals, which may be suitable for army use.
- 8) Articles of camp outfit and parts of them.
- 9) Armor.
- 10) War vessels and boats and their component parts, which, owing to their characteristics, cannot be used otherwise than for war vessels.
- 11) Tools and apparatus intended exclusively for the preparation of war material, or for making and repairing arms and articles of either land or naval equipment.

23.

Articles and materials used exclusively for military purposes, may be added to the list of contraband by means of a special published notice.

This declaration is forwarded to the governments of other Powers, or to their representatives, accredited to the Power making the declaration. A declaration made after the beginning of hostilities, is forwarded to neutral Powers only.

24.

As a war right, the following articles, which may serve war purposes, as well as peace requirements, are considered as "conditional contraband."

- 1) Provisions.
- 2) Forage and grain suitable for feeding animals.
- 3) Clothing and material for clothing, as well as shoes boots or shoes for military purposes.
- 4) Gold and silver in money and ingots, and also paper money.
- 5) All kinds of carriages and carts suitable for military purposes and their parts.

- 6) Ships, barges, boats of any kind, floating docks, parts of them and their separate parts.
- 7) Railway material, permanent and mobile, telegraph, radio-telegraph and telephone material.
- 8) Aerostates and aeronautic apparatus, separate parts of them, as well as appurtenances, articles and material specially destined for aeronautical purposes.
- 9) Fuel and lubricating materials.
- 10) Gunpowder and explosives not used exclusively for war purposes.
- 11) Barbed wire, as well as tools for securing and cutting the same.
- 12) Horseshoes and forging material.
- 13) Harness and saddles.
- 14) Binoculars, telescopes, chronometers and various nautical instruments.

25.

Articles and materials, which may serve for war - as well as for peaceful purposes, not enumerated in Par. 22 and 24, may subsequently be included as articles of conditional contraband by means of a declaration, published in accordance with stipulations of p.2, Par.23.

26.

Should any Power not desire - inasfar as it may be itself concerned - to consider as war contraband articles and materials, which belong to one of the categories mentioned in Par.22 and 24, it must make its intention by a declaration as prescribed in ~~article~~ P.2 of Par.23.

27.

Articles and materials which cannot be made to serve for military purposes, cannot be declared to be war contraband.

28.

The following articles cannot be declared to be war contraband:

to the fact that the same is not the case in all cases.

The fact that the same is not the case in all cases is not a new discovery.

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The fact that the same is not the case in all cases is not a new discovery.

- 1) Raw silk, raw wool, silk, jute, flax, hemp and other raw material of textile industries, as well as their yarns.
- 2) Nuts and oil-giving seeds; copra.
- 3) Caoutchouc, India rubber, gum, hops.
- 4) Raw hides, horns, bones and ivory.
- 5) Natural and artificial manure, including nitrates and phosphates, which are destined for agricultural purposes.
- 6) Mineral ores.
- 7) Earth, argyle, lime, chalk, stones, including marble, brick, slate and tile.
- 8) Porcelain and glass.
- 9) Paper and pulp prepared for its manufacture.
- 10) Soaps, paints, including materials, exclusively destined for their preparation, and varnishes.
- 11) Lime chlorite, soda ash, caustic soda, sulphate of soda in pieces, ammonium, sulphate of ammonium and sulphate of copper.
- 12) Machinery for agriculture and for mining industries, textile industries and printing.
- 13) Precious and semi-precious stones, pearls, mother of pearl and corals.
- 14) Watches and clocks, except chronometers.
- 15) Articles of fashion and luxury.
- 16) All kinds of Feathers, hair and bristles.
- 17) Furniture and ornamental articles; office furniture and accessories.

29.

The following articles shall also not be considered as war contraband:

- 1) Articles and materials serving exclusively for the needs of sick and wounded. However, in case of urgent military necessity they may be requisitioned with payment of compensation, if they are destined as contemplated by par. 30.

1) The first part of the report, which is the most important, is the description of the situation in the country.

2) The second part of the report is the description of the situation in the city.

3) The third part of the report is the description of the situation in the district.

4) The fourth part of the report is the description of the situation in the province.

5) The fifth part of the report is the description of the situation in the country.

6) The sixth part of the report is the description of the situation in the city.

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15) The fifteenth part of the report is the description of the situation in the district.

16) The sixteenth part of the report is the description of the situation in the province.

17) The seventeenth part of the report is the description of the situation in the country.

2) Articles and materials, intended for the requirements of the ship on which they are found, or for the crew or passengers during the voyage.

30.

Articles of absolute contraband are subject to seizure, if it be established that they are destined for the enemy territory, or for a territory occupied by the enemy, or for enemy military or naval forces. They may be seized independently of whether they are shipped direct, or are to be transshipped, or are to be conveyed further by land.

31.

The destination mentioned in Par.30 is considered to be definitely proved, if:

- 1) according to ships papers the cargo is to be discharged in an enemy port, or to be delivered to the enemy's armed forces; and
- 2) the ship must enter only enemy's ports, or if she must enter an enemy's port or join enemy's armed forces before entering a neutral port, to which the bills of lading are made out.

32.

The ship's papers are full proof of the destination of the vessel carrying cargo which is absolute contraband, except when it is evident that she has deviated from the route, which she ought to have taken according to her documents, and when she cannot give satisfactory reasons for such deviation.

33.

Articles of conventional contraband are subject to seizure if it be proved that they are destined for military forces or authorities of the enemy's country, unless, in the latter case, circumstances prove that, in reality, the goods cannot be used in the war actually going on. This latter clause does not refer to articles mentioned in p.4, of Par.24.

(1) It is to be noted that the Commission has not yet received any information from the Government of the United States regarding the proposed amendment to the Constitution of the United States.

101

The Commission has also received information from the Government of the United States regarding the proposed amendment to the Constitution of the United States. It is to be noted that the Commission has not yet received any information from the Government of the United States regarding the proposed amendment to the Constitution of the United States.

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(2) The Commission has also received information from the Government of the United States regarding the proposed amendment to the Constitution of the United States. It is to be noted that the Commission has not yet received any information from the Government of the United States regarding the proposed amendment to the Constitution of the United States.

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34.

The destination of the cargo, as contemplated by Par. 33, is presumed to be proved if the cargo be addressed to enemy authorities, or to a merchant, residing in the enemy's country and of whom it is known that he is supplying such articles and goods to the enemy. The same rule is applied also in the case when the cargo is destined to an enemy's fortified place or, to some other point serving as base for the enemy's armed forces. However, such presumption is not applied to the merchant vessel herself, which is on her way to any such place and to which the inherent character of contraband is presumably to be applied.

In absence of the above mentioned presumptions, the ship's destination is considered to be of innocent character.

The presumptions established by this section admit proofs to the contrary.

35.

Articles of conditional contraband cannot be seized otherwise than on board of the ship, proceeding to a locality belonging to the enemy, or occupied by him, or towards a base of his battle forces, and which, furthermore, must not discharge the contraband goods in any neutral port on her way.

The ship's papers are full evidence of the ship's voyage, as well as of the place of discharging the cargo, unless she be met after having deviated from the route, which she should have taken according to her papers and when she cannot give satisfactory explanation for such deviation.

36.

In modification of Par. 35, should the enemy territory not have sea frontiers, the articles of conditional contraband are subject to seizure, if it be proved that they are destined as contemplated in Par. 33.

37.

A ship carrying articles which are subject to seizure either as absolute, or as conditional contraband, may be seized

in open sea, or in the waters of the parties at war at any time during the voyage, even should she propose to enter some port of call on the way before reaching the enemy destination.

38.

A seizure cannot be made for having previously carried contraband, when this action has been completed.

39.

Contraband articles are subject to confiscation.

40.

Confiscation of a ship carrying contraband may be effected if the contraband, in value, weight, or volume, or if amount of freight due, is greater than half of the whole cargo.

41.

If a ship, carrying contraband, be released, it is liable for all expenses incurred by the captor during the Prize Court proceedings, as well as expenses for maintenance of the ship and her cargo during the proceedings.

42.

Goods belonging to the owner of the contraband and found on the same ship, are subject to confiscation.

43.

Should a ship, met at sea, not know of the beginning of war operations, or of the declaration on contraband possibly applicable to her cargo, then the contraband articles cannot be confiscated without paying compensation; the ship herself and the rest of the cargo are exempt from seizure and from expenses contemplated in Par.41. The same rule is applied in case the captain - having learnt of the beginning of war operations, or of the declaration of contraband - has not had time to remove the contraband cargo from his ship.

A ship is considered to be informed of the breaking out of the war, or of the declaration of contraband, in case she has left a neutral port after such information of the beginning

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of war and declaration of contraband have in due time been communicated to the Power, to which said port belongs. The state of war is, moreover, considered to be known to the ship, if she has left some enemy port after the beginning of war operations.

44.

A ship stopped for carrying contraband and not confiscated by reason of the relatively small quantity of it on board, may be allowed to continue her trip according to circumstances, should the captain be willing to deliver the contraband to the war vessel making the seizure.

The delivery of the contraband will be noted by the captor on the log book of the vessel stopped, and the captain of the latter must deliver to the captor duly certified copies of all necessary documents.

The captor may destroy all the contraband thus delivered to him.

Chapter III.

Services rendered to
the fighting parties.

45.

A neutral vessel is confiscated and generally is subject to all consequences to which it would be liable if confiscated for carrying contraband:

- 1) when she undertakes the voyage especially for the transport of passengers forming part of the enemy armed forces, or for transmission of information in the interests of the enemy;
- 2) if, with the knowledge of her owner, or of the person who has loaded her, or of the captain, she be transporting a military detachment, or any persons, who during the voyage have ~~exercised~~ exercised direct relations with the enemy's operations.

In such cases (as above mentioned) the goods belonging to the shipowner, are also subject to confiscation.

at the same time, the Commission has been informed by the Government of the United States that the latter has decided to send a representative to the Commission to study the situation in the country and to report on the results of his mission.

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Commission has decided to send a representative to the country to study the situation and to report on the results of his mission. The Commission has also decided to send a representative to the Government of the United States to study the situation in the country and to report on the results of his mission.

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Chapter III

THE COMMISSION'S WORK

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The Commission has been working since its creation in 1947 to study the situation in the country and to report on the results of its mission. The Commission has also been working to study the situation in the country and to report on the results of its mission. The Commission has also been working to study the situation in the country and to report on the results of its mission.

The stipulations of the present section are not applied if the ship - at the time when she was encountered at sea - did not know of the war operations, or if the captain, after having learnt of their beginning, had not had time to disembark the persons travelling on board of his ship. A vessel is considered to be informed of the state of war: if she has left an enemy port after the hostilities began; or a neutral port after the declaration of the beginning of war operations was made, in due time, to the Power, to whom said port belongs.

46.

A neutral ship is confiscated and generally subject to all consequences to which it would be liable if it were an enemy's merchant vessel:

- 1) when it takes an active part in war operations;
- 2) when it is under the order or control of an agent appointed to the ship by the enemy government;
- 3) when it is freighted by the enemy government;
- 4) when at the moment it is employed exclusively either for the transport of enemy's troops, or for transmission of information in the enemy's interests.

In cases contemplated by the present section, the goods belonging to the shipowner, are also subject to confiscation.

47.

Any person belonging to the armed forces of the enemy, who may be discovered on a neutral ship, may be made war prisoner, even if there be no ground for the seizure of the ship.

Chapter IV.

Destruction of neutral

prizes.

48.

A neutral ship seized cannot be destroyed by the taker, but must be conveyed to some port in order that a legal decision be given on the lawfulness of the seizure.

49.

As an exception, a neutral ship seized by a vessel of a belligerent and subject to confiscation, may be destroyed if the carrying out of the provisions of Par.48 should make it dangerous for the war vessel, or for the success of operations in which at the time it was engaged.

50.

Before destroying a vessel, safety of all persons on board must be provided for and all documents and other articles, which the interested parties deem it necessary for the investigation into the lawfulness of the seizure, must be transferred to the war vessel.

51.

The captor who has destroyed a neutral ship, must, before the legal settlement on the question of the lawfulness of the seizure, prove by facts that he acted only in consequence of an exceptional emergency, as foreseen by Par.49. Should he not do so, he is obliged to compensate interested parties for losses, independently on whether the confiscation will be judged to be legal, or not.

52.

Should the seizure of a neutral ship - the destruction of which was justified - be afterwards recognized as having been made without sufficient reasons, the captor must then compensate the interested parties, instead of returning them the destroyed goods, to which they would be entitled by law.

53.

Should neutral goods, not subject to confiscation, have been destroyed together with the ship, their owner is entitled to compensation.

54.

The captor has the right to exact that goods, subject to confiscation be turned over to him, or he can destroy them, if such goods were found on a ship, which though not subject

As the Commission has been instructed to report on the progress of the work done by the various departments of the Government, it is necessary to state that the Commission has not been able to obtain the necessary information from the various departments to enable it to make a full and complete report.

The Commission has, however, been able to obtain some information from the various departments, and it is hoped that this will be sufficient to enable it to make a partial report.

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to confiscation, the circumstances are such, that according to Par.49, they would justify the destruction of a ship subject to confiscation. The captor makes in the log book of the seized ship a statement of all articles turned over to him, or destroyed, and directs the captain to hand him a certified copy of all documents, which he may need. After such transfer, or destruction, and after the carrying out of all formalities, the captain must be allowed to continue his voyage.

In this case the provisions of Par.51 - 52 must be complied with by the captor who destroyed the neutral ship.

Chapter V.

Change of flag.

55.

The transfer of an enemy ship to a neutral flag before the beginning of war operations, will be valid, unless it be established that such transfer took place in order to avoid consequences dependent on enemy character of the ship. Such transfer is also presumed to be invalid if the document to that effect is not on board of the ship and if, moreover, she has lost her former nationality less than 60 days before the beginning of war operations. Proofs to the contrary are admitted.

The validity of a transfer effected more than 30 days before the beginning of war operations, is considered as certainly proved, if the transfer is absolute, full, and in conformance with the laws of the respective countries, and if the management of the ship and her revenues do not remain in the same hands as before such transfer. Should, however, the ship have lost the enemy nationality less than 60 days before the beginning of hostilities and the documents of transition be not on board of the ship, the seizure of the same does not entitle to compensation for losses.

56.

The transfer of an enemy ship to a neutral flag, when made after the beginning of war operations is invalid, unless it be proved that such transfer was not made in order to avoid consequences dependent on her character as an enemy vessel.

However, the presumption of the invalidity is unconditional:

- 1) If the transfer was made when the ship was making a voyage, or when it is in a blockaded port;
- 2) If there be a right of repurchase, or a claim for return;
- 3) If the conditions, under which the transfer of the flag - according to the laws of the flag hoisted - is subject, have not been complied with.

Chapter VI.

Belonging to the enemy.

57.

With the reservation in regard to Regulations, governing the transfer of flag, the neutral or enemy character of a ship is determined by the flag, which she is entitled to hoist.

The question in regard to cases when neutral ships make voyages prohibited to foreigners in time of peace, remains open and is in no way foreseen by the present rule.

58.

The neutral or enemy character of goods, found on board of an enemy ship, is determined by the character of their owner.

59.

Should the neutral character of the cargo discovered on board of an enemy ship, not be determined, the goods are considered to belong to the enemy.

60.

The enemy character of goods, shipped on board of an enemy ship, remains invariable until their arrival at destination, independently of the possible change of owner, which may have happened during the cruise after war operations had begun.

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However, should the former neutral owner - before the seizure of the ship and in case of bankruptcy of the enemy owners - exercise the right of suing for the return of the goods to himself, then the goods resume their neutral character.

Chapter VII.

The escort.

61.

Neutral ships under an escort of their flag are free from visit and search. The escort commanding officer gives, upon the request of the commander of the war-vessel, every information as to the character of the ships and their cargoes, which might have been obtained by searching.

62.

Should the commanding officer of a war vessel of a belligerent ~~ship~~ have reasons to suspect that the escort commander has been misled, he informs him of his suspicions. The escort commander alone has in such cases the right to visit the vessel. He must state the results of his search in a report of which a copy is given, ~~and to be handed~~ to an officer of the war vessel. Should, in the opinion of the escort commander, the circumstances thus established justify the seizure of one, or several, ships, the latter must be deprived of the protection of the escort.

Chapter VIII.

Resistance to visit and search.

63.

Resistance by force to a legal right of stopping, searching and seizing a ship, leads always to confiscation of the same. The cargo undergoes the same consequences as a cargo of an enemy ship; goods belonging to the captain or to the ship-owners, are considered as enemy goods.

Chapter IX.

Compensation for losses.

64.

If the seizure of a ship or of goods be not recognized as justified by a legal decision, or if, without submission to legal proceedings, the seizure has been denied, then the interested parties are entitled to compensation for losses, unless there be sufficient reasons for justifying the seizure of the ship or of the cargo.

Explanation

To Naval Dept order
of 9 September, 1914
No. 304.

regarding adaptation of the Naval
Prize Rules with the "Rules of Na-
val War."

The Imperial Ukaz dated 1st September 1914 prescribes that the "Rules of Naval War", established by the London Conference with certain amendments and supplements (mentioned in the Ukaz) will be provisionally applied in the operations of the present war. Consequently, in regard to naval prizes, besides the Naval Prize Rules (annexe to P.353 of book X of the Code of Nav.Reg.) the above mentioned "Rules", amending and supplementing said Navy Regulation, must be applied. However, in practice, the application of such varying and not co-ordinated rules may create difficulties and misunderstandings.

In order to avoid such cases, on some points it will be sufficient to call the attention of officers as to which special sections of the Naval Prize Rules ^{amend} or supplement sections of the Rules of Naval War and by which of the latter they are so modified. In this regard it is to be noted that:

- 1) Section 6 of the Naval Prize Rules, prescribing the manner of searching neutral ships, under escort of war-vessels is amended and supplemented by sections 61 and 62 of the "Rules of Naval War";
- 2) Section 7 of the Naval Prize Rules concerning the determination and transfer of nationality of a ship - by Par.55 to 57 of the Rules of Naval War;
- 3) the note to Par.10 of the Naval Prize Rules, concerning the property found on board of an enemy ship - by Par.58 to 60 of the Rules of Naval War; and
- 4) Par.14 of the Naval Prize Rules, concerning the seizure of military contraband without seizing the vessel on which the same is transported - by Par.44 and 54 of the Rules of Naval War.

But the principal difficulties and misunderstandings may arise on most important and constantly raised questions as to what ships and cargos are subject to seizure and confiscation. Regarding this point, section 9 of Naval Prize Rules remains in force and directs that all ships and cargos which are liable to be confiscated as prizes are subject to seizure. Then, after Par.10 (also remaining in force), establishing instances of confiscation of the enemy ships with their cargo, followed Par.11 - foreseeing all cases of confiscation of neutral ships, and Par.12, - foreseeing all cases of confiscation cargos of neutral ships. Corresponding to that and to the "Instructions" of the Admiralty Council on the order of stopping, Par. 26 of the appendix to Naval Prize Rules in searching and seizing ships and cargos Par.37 was concentrated all cases of seizure, or confiscation, of neutral ships, and also in Par.38 - all cases of seizing or confiscating of cargos shipped on neutral ships. Besides the two sections of the Naval Prize Rules, 9 and 12, and the two paragraphs of the "Instruction" 37 and 38, corresponding to them, are amended and supplemented by several sentences of the Naval Prize Rules in various places of the text, and now in their turn amended and supplemented by special orders, contained in the newly given Imperial Ukaz. Besides, the contraband itself is now divided into absolute and conditional, with establishment of different reasons for the seizing and confiscation of articles under either heading. In order to facilitate the practical application of these various rules, scattered about without system, contradicting and modifying one the other in most important questions, the various cases are grouped under the following general headings: I) all cases of confiscation of neutral ships, II) all cases of confiscation of cargos of neutral ships and III) the chief principles on which are based the seizure and confiscation of articles of absolute and conditional contraband, with notes under each point of these three sections

of such rules of the Naval Prize Rules; of the Rules of Naval War and of the Imperial Ukaz, which must be taken for guidance.

I) Merchant ships of neutral nationality are subject to confiscation as prizes in the following cases;

1) When they are caught in the act of transporting military contraband subject to seizure(sec.III), if the same exceeds by volume, or by weight, or by value, or by amount of freight charges, the half of the whole cargo; provided it is not proved that the beginning of hostilities, or that the notification of articles declared contraband - to which the cargo, or a part of the cargo may belong - was unknown to the ship; or that the captain, having learned of the beginning of military operations, or of the contraband declaration, had not yet had time to remove the contraband from his ship.

Naval Prize Rules, Article 11, par.1, sections a and b, Rules of Naval War, sections 40 and 43, and bearing on them sections 30 - 39.

Note: A neutral ship, which having carried contraband to the enemy under cover of false documents, is subject to seizure and confiscation for the transport of such contraband if she be met before the end of her return voyage. Imp.Ukaz, Par.2, Rules of Par.38.

2) When they are caught in the act of violating blockade and it may not be proved that the establishment of the blockade was unknown to the ship.

Naval Prize Rules, Par.11, p.2; Rules of Naval War, Par. 21, 14 - 20.

3) When they have resisted by force stopping, search or seizure.

Naval Prize Rules, Par. 11, p.3; Rules of Naval War, Par. 63.

4) When they have taken an active part in the enemy's military operations.

Naval Prize Rules, Par.11, p.4; Rules of Naval War, Par.46, p.1.

5) When they are found under the command or control of an agent, placed on board of the ship by the enemy government.

Rules of Naval War, Par. 46, p.2.

6) When they are freighted wholly by the enemy government.

Rules of Naval War, Par. 46, p.3.

7) When they are, at the given moment and exclusively, occupied either in transporting enemy troops, or transmitting information in the enemy interests.

Rules of Naval War, Par. 46, p.4.

8) When they have been caught in a voyage undertaken especially for the transport of individual passengers, belonging to any army unit of the enemy, or in transmitting information in the enemy's interests, as well when as they have been caught in the act of transporting - with the knowledge of the ship's owner, or of the person having wholly freighted the vessel, or of the captain - a detachment of the enemy's troops, or one, or several persons who, during the voyage, have directly contributed to the war operations of the enemy, if in such cases it may not be proved that the beginning of hostilities was unknown to the ship, or that the captain, having learned of the outbreak of the war, had not yet had time to land such persons from his ship.

Naval Prize Rules, Par. 11, p. 1, letter c; Rules of Naval War, Par. 45.

II) The cargo of neutral merchant ships is subject to confiscation as prize:

1) When it consists in goods subject to confiscation as military contraband, if not proved that the beginning of hostilities, or the declaration of contraband including goods of the kind to which the whole, or part, of the ship cargo belongs, was unknown to the ship; or that the captain having learned of the beginning of war operations, or of the declaration of contraband, had not as yet been able to discharge the

contraband goods.

Naval Prize Rules Par. 12, p.1; Rules of Naval War,
Par. 39, 30 - 37.

2) When it belongs to the owner of contraband goods and is on board of the same ship.

Rules of Naval War, Par. 42.

3) When it is shipped on board of a vessel subject to confiscation on ground of p. 2, section I, if not proved that, at the time of shipping the cargo, the person so shipping it did not, and could not, know of the ship's intention to violate the blockade.

Naval Prize Rules, Par. 12, p.2; Rules of Naval War,
Par. 21.

4) When it is shipped on board of a vessel subject to confiscation on ground of p.p. 3-7, section I, exception being however made for goods exempted from confiscation on board of enemy ships by Par. 10 of the Naval Prize Rules, but with the appropriate application of the Note to that same section and of the Par. 58-60 of the Rules of Naval War, and with the extension of the confiscation to goods belonging to the captain or to the owner of the ship.

Naval Prize Rules, Par. 12, p. 2; Rules Par. 46 and 63,
58 - 60.

5) When it is shipped on a vessel, subject to confiscation on ground of p.8 of section I, and consists of goods belonging to the ship owner. Rules of Naval War, Par. 45.

III. Articles forming contraband, both absolute and conditional, are precisely enumerated in Par. 1 of the Ukaz of 1st September 1914 (see P.13 of Naval Prize Rules, and also P.22 and 24 of Rules of Nav. War, which were thereby amended); The principal reasons for the seizure and confiscation of objects of both categories of contraband are as follows:

1) Goods forming absolute contraband are subject to seizure

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1. The first of the following is a list of the names of the persons who have been elected to the office of

President of the Association

(1) The first of the following is a list of the names of the persons who have been elected to the office of

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(2) The second of the following is a list of the names of the persons who have been elected to the office of

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(13) The thirteenth of the following is a list of the names of the persons who have been elected to the office of

President of the Association

(14) The fourteenth of the following is a list of the names of the persons who have been elected to the office of

and confiscation if it be established that their destination is the enemy territory, or a territory occupied by him, or by his armed forces. It is immaterial if the forwarding of such goods be made either by direct transit, by trans-shipment, or in combination with further conveyance by land.

Rules of Naval War, Par. 30 and 39.

2) The destination foreseen in p. 1 is considered to be finally proved in the following cases: 1) when the cargo, according to documents, is destined to be unloaded in an enemy's port, or for his armed forces; 2) when the ship must enter only enemy's ports, or when she must enter an enemy's port, or meet his armed forces before entering a neutral port to which the bills of lading are made out.

Rules of Naval War Par. 31 and 32.

3) Articles of conditional contraband are subject to seizure and confiscation if it be established that they are destined for the armed forces or for the government of the enemy, except if in this latter case, circumstances prove that in reality the given goods cannot be used in the existing war; this stipulation cannot be applied to goods mentioned in p.4 of section 2 of Par. 1 of the Ukaz of the 1st September 1914.*

Rules of Naval War, Par. 33 and 39; Ukaz 1.1.

4) The ship's destination, as(anticipated) contemplated in par.3, is presumed to be proved in the case of the cargo being addressed to enemy's officials, or to a merchant residing in the enemy's country and of whom it is known that he is the purveyor to the enemy of goods and materials of that kind; also if the goods are directed to the agent of the enemy, or for him, or to a merchant, or to any other person, in the service of the enemy, or for such merchant or such person.(*)

*Note.- This refers to gold, silver and money.

(*) Even though all these persons be residing in a neutral country.

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The same rule will be applied also in the case of the cargo's destination being a fortified place of the enemy, or any other locality serving as base for the enemy's armed forces; however this presumption is not applicable to the merchant ship herself, proceeding towards any such locality, in regard to which the character of the cargo is adjudged as contraband.

In the absence of such presumptions, the ship's destination will be presumed innocent.

These presumptions allow proofs to the contrary.

Rules of Naval War, Par. 34; Ukaz Par. 3.

5) Conditional contraband, if its destination as mentioned in par.3 be proved, is subject to seizure and confiscation, without regard to what port the ship may be bound and independently of the port to which her cargo may be addressed.

Ukaz Par. 5, Rules of Naval War, Par. 35.

Independently of what is stated above, it is necessary to pay special attention to the important modification of existing regulations, limiting the right to destroy neutral ships (with their cargo) on an order of Naval commanders. This amendment makes the distinction that, together with several cases contemplated by Par. 21 of the Naval Prize Rules, Par. 49 of the Rules of Naval War permits the destruction of a seized neutral ship exclusively when her conveyance to a proper port entails danger for the warship executing the seizure, or for the success of the operations in which she may be at the time engaged; and instead of the compensation for destroyed property, established by Par.29 of the Naval Prize Rules; which is paid only when the vessel is judged to be entitled to liberation, sections 51-53 of the Rules of naval war prescribe that compensation for losses in case of the destruction of a neutral ship (and her cargo) is due also when the destruction was not justified by an urgency foreseen by Par.49, although

the vessel may have been subject to confiscation. Besides, in conformance with Par. 54, the same rules are extended to the destruction of articles taken off such ship, which afterwards has been allowed to continue her route (comp. Par.44). *

At the same time Par. 51 - 54 of the Rules of Naval War direct that the captor who has destroyed a neutral ship (with cargo, or portions of it) must, before any examination as to the lawfulness of the seizure, prove that he has acted so only in view of exceptional emergency, as contemplated by Par.49. Therefore, naval chiefs, who have ordered the destruction of a neutral ship (with cargo or portions of it, must establish at the time proofs that they have acted so only under force of emergency (Par.353 of Naval Statute); and Prize Courts, before examining questions as to whether the property is subject to confiscation, or liberation, and as to refusal, or payment to owners of compensation for losses - must decide especially as to whether such destruction was proper, or not, and only after that will proceed to decide other pending questions.(*). Appeal on such prior decisions will be allowed only after the judgement on the case as a whole, together with the appeal on this judgement, but not apart from it; this results as much a consequence of the general rules of prize jurisdiction (In order to avoid delay in the proceedings, complaints on part decisions, without joining in the appeal, are allowed only in certain cases specially mentioned in the law), as of motives, forming the basis of Par.51 of the Rules of Naval War.

* In relation to enemy ships and cargoes the Par.21 and 29 of Regulations on Naval Prizes remain in force fully.

(*) It must be mentioned that the inclusion in Par.74 of the Naval Prize Rules of rules on the judgement by the Courts "ex officio" independently of requests by persons interested (Par. 37 Naval Prize Rules), in questions of confiscation or liberation not only in cases of safekeeping of seized property, but also of its destruction by order of a Naval Chief, has its

In regard to the last mention, it should be added, that the real sense of the rules, established by the London Conference of 1908 - 1909 and accepted by the delegates of the Powers in the form of "Declaration on the right of naval war", is clearly exposed in the report, submitted to the Conference by the Editing Committee, which must therefore be taken into consideration by the Prize Courts in all doubtful cases, which may arise as to the exact understanding of one or other of these rules (see ed. of Min.For.Aff. 1910, pages 38-183).

(Signed) Vice Admiral Kussin, chief of Naval General Staff, and privy counsellor.

T. Stehlin Kamensky, acting prosecutor of the High Prize Court, legal adviser (jurisconsult) of the Min. of the Navy.

origin in the right of the crew to a part of the prize (apart from compensation to owners for losses); now this necessity does not exist any more, since by Nav.Dept.order No.259 and 257 (1914) the crew is no longer entitled to a part in the prize.

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

April 27, 1915.

Note: The following is an extract from a personal letter received from the Naval Attaché, Petrograd, dated February 16, 1915:

"I forward copies of the Russian Regulations to Naval War Rules, Prizes and Contraband. They are, I believe, exactly the same as the Regulations published by the British Government. The British Naval Attaché says they are."

I announce to the Fleet and to the Ministry of the Navy, for compliance with and execution, the Imperial Ukaz to the governing Senate, dated this 8th December, published in the Collection of laws and legislative Government's Orders (1914, No. 347, Par.3310), (given to act) instead of the PP.1-5 of the Imperial Ukaz, dated September 1st a.c. (Coll. of Laws and leg.ord. No. 249, Par.2352), re the application of Naval War rules, established by the London Naval Conference of 1908-1909.

At the same time I prescribe to take for guidance in future the "Explanation" added to my order No. 304, of September 9th, and the following complement to the same.

(Signed) General aide-de-camp Grigorovich,
Minister of the Navy.

Despatched by the Naval General Staff.

Imperial Ukaz.

to the Governing Senate.

Finding it useful, in consequence of the agreement concluded with the allied governments of France and Great Britain,

It seems to me that the only way to
get the most out of the world is to
live it. I don't mean to say that
we should live in a state of
perpetual excitement, but that we
should live in a state of
perpetual interest. I don't mean
to say that we should live in a
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that we should live in a state of
perpetual interest.

NDUM

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

April 27, 1915.

Note: The following is an extract from a personal letter received from the Naval Attaché, Petrograd, dated February 16, 1915:

"I forward copies of the Russian Regulations to Naval War Rules, Prizes and Contraband. They are, I believe, exactly the same as the Regulations published by the British Government. The British Naval Attaché says they are."

Office of Naval Intelligence,

Copy

April 27, 1915.

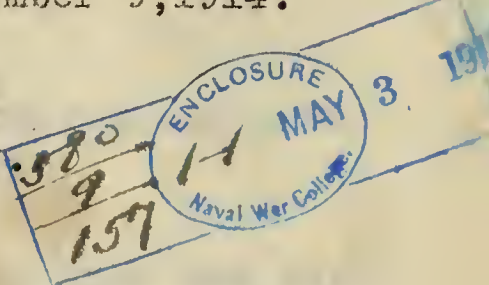
N.H.L.

Imperial Ukaz

modifying the articles 1-5 of the Imperial Ukaz
on the application of Naval War Rules, established
by the London Naval Conference of 1908 - 1909 and
Supplement to the "Explanation" added to the Minis-
ter's of the Navy order No. 304, of September 9, 1914.

Translated by Miss N.D. Tomine,

Revised by Captain N.A. McCully



Order to the Fleet and to the Ministry of the Navy
No. 435 of December 19, 1914, Petrograd.

I announce to the Fleet and to the Ministry of the Navy,
for compliance with and execution, the Imperial Ukaz to the
governing Senate, dated this 8th December, published in the
Collection of laws and legislative Government's Orders (1914,
No. 347, Par.3310), (given to act) instead of the PP.1-5 of
the Imperial Ukaz, dated September 1st a.c. (Coll. of Laws
and leg.ord. No. 249, Par.2352), re the application of Naval
War rules, established by the London Naval Conference of 1908-
1909.

At the same time I prescribe to take for guidance in
future the "Explanation" added to my order No. 304, of Sep-
tember 9th, and the following complement to the same.

(Signed) General aide-de-camp Grigorovich,
Minister of the Navy.

Despatched by the Naval General Staff.

Imperial Ukaz.

to the Governing Senate.

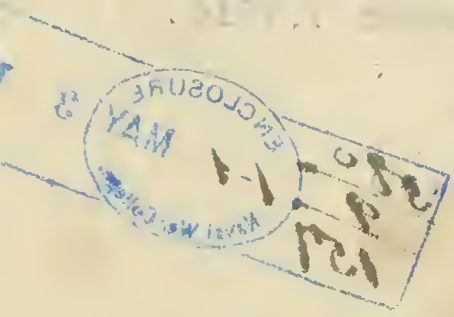
Finding it useful, in consequence of the agreement con-
cluded with the allied governments of France and Great Britain,

Office of the Secretary
April 10, 1918.

Dear Sir:

Enclosed find

the report of the Committee on the
Administration of the War Relocation
Authority, which was organized in
1917, and which has since that time
been engaged in the study and
reporting of the conditions of the
Japanese-Americans in the United States.



Very respectfully,
[Signature]

The report of the Committee on the
Administration of the War Relocation
Authority, which was organized in
1917, and which has since that time
been engaged in the study and
reporting of the conditions of the
Japanese-Americans in the United States.
The report is divided into two parts,
the first of which deals with the
general conditions of the Japanese-
Americans in the United States, and
the second of which deals with the
conditions of the Japanese-Americans
in the War Relocation Authority.

Very respectfully,
[Signature]

Very truly yours,
[Signature]

[Signature]

[Signature]

The report of the Committee on the
Administration of the War Relocation
Authority, which was organized in
1917, and which has since that time
been engaged in the study and
reporting of the conditions of the
Japanese-Americans in the United States.

to modify and complement the PP.1-5 of Our Ukaz, given to the governing Senate on the 1st day of September a.c.(Coll.Laws P.2352), on the application of rules of Naval War, established by the London Naval Conference of 1907 - 1909, and approving the conclusion of the Council of Ministers on this subject, We Order:

Instead of PP.1-5 of the above mentioned Ukaz, to take for guidance the following:

1.

Absolute contraband will be considered:

- (1) All kinds of arms, including hunting and sporting arms, as well as ~~parts~~ separate parts of such.
- (2) Munition, projectiles and cartridges of every kind and their single separate parts.
- (3) Gunpowder and explosives specially used in war operations.
- (4) Sulphuric acid.
- (5) Guns stands, caissons, limbers, cars, field black-smith shops and their single separate parts.
- (6) Telemeters and their single separate parts.
- (7) All kinds of objects of military equipment and outfit.
- (8) Riding, driving and pack-saddle animals good for army use.
- (9) Military horses outfit of every kind.
- (10) Objects of camp outfit and their single separate parts.
- (11) Armor plating.
- (12) Red iron ore and cast iron, made of such, in blocks.(pigs)
- (13) Pyrite of iron.
- (14) Nickel ore and metal.
- (15) Chrome iron and ore.
- (16) Copper not worked in articles. (Unwrought copper)
- (17) Lead in blocks, sheets and pipes.
- (18) Aluminum.
- (19) Ferrosilicates.
- (20) Barbed wire and the tools serving for its fastening and cutting.

to which the committee has referred the subject of the
proposed amendments to the constitution of the
association, and the committee has the honor to
acknowledge the receipt of the same, and to
state that the same have been referred to the
committee on the subject of the constitution, and
that the committee will report thereon at the
next meeting of the association.

Very respectfully,
The Secretary

1

The following amendments to the constitution of the
association have been proposed:

- (1) That the name of the association be changed from the
"American Association of Physicians and Surgeons" to the
"American Association of Medical Practitioners";
- (2) That the object of the association be changed from the
"promotion of the interests of the medical profession" to the
"promotion of the interests of the public";
- (3) That the members of the association be divided into
three classes, to-wit: "Honorary Members," "Life Members,"
and "Ordinary Members";
- (4) That the fee for ordinary membership be fixed at
\$10.00 per annum, payable in advance;
- (5) That the fee for life membership be fixed at
\$500.00;
- (6) That the fee for honorary membership be fixed at
such amount as the association may determine;
- (7) That the association be authorized to receive
subscriptions to the "Journal of the Association";
- (8) That the association be authorized to publish a
journal, to be known as the "Journal of the Association";
- (9) That the association be authorized to receive
subscriptions to the "Journal of the Association";
- (10) That the association be authorized to receive
subscriptions to the "Journal of the Association";
- (11) That the association be authorized to receive
subscriptions to the "Journal of the Association";
- (12) That the association be authorized to receive
subscriptions to the "Journal of the Association";
- (13) That the association be authorized to receive
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- (14) That the association be authorized to receive
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- (15) That the association be authorized to receive
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- (16) That the association be authorized to receive
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- (17) That the association be authorized to receive
subscriptions to the "Journal of the Association";
- (18) That the association be authorized to receive
subscriptions to the "Journal of the Association";
- (19) That the association be authorized to receive
subscriptions to the "Journal of the Association";
- (20) That the association be authorized to receive
subscriptions to the "Journal of the Association";

- (21) Warships and boats and their single separate parts utilizable only for a warship.
- (22) Aeroplanes, aerostates, air-balloons and all kinds of apparatuses for aerostation, their single separate parts, and accessories, objects and materials, evidently destined for aerostation.
- (23) Automobiles of every kind and their single separate parts.
- (24) Automobile tires; Indian rubber (crude rubber)
- (25) Mineral oils, benzine and other kinds of liquid fuel for motors of internal combustion, (lubricating oils exclusive). (excluding lubricating oils).
- (26) Instruments and tools destined exclusively for the fabrication of battle munitions, arms making and repairing, for the preparation of objects of military equipment (naval as well as land).

As conditional contraband is considered:

- (1) Victuals.
- (2) Forage and food for animals.
- (3) Clothing and clothing material, as well as footgear proper for army use.
- (4) Gold and silver in coin and bullion, paper money.
- (5) Carts of any kind (automobiles excepted) proper for army use and their single separate parts.
- (6) Ships and boats of any kind, floating docks, parts of docks as well as single separate parts of such.
- (7) Railway material, immovable and movable, materials for telegraphs, radiotelegraphs and telephones.
- (8) Fuel, with exclusion of mineral oils, benzine and other liquid fuel for motors of internal combustion; lubricating material.
- (9) Gunpowder and explosives used not exclusively for military purposes.
- (10) Sulphur.
- (11) Glycerine.

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33. The thirty-third is the fact that the...

34. The thirty-fourth is the fact that the...

(12) Horse-shoes and blacksmith material.

(13) Articles of saddling and driving horses outfit.

(14) Hides and leather of all kinds, dry or wet, pig skins raw or prepared, leather raw or prepared proper for making saddles and driving outfit or military boots.

(15) Binoculars, fieldglasses, chronometers and various navigational instruments.

2.

A neutral ship, the documents of which show a neutral destination, but which, contrarily to the destination shown by her papers, takes direction to an enemy's port, will be subject to seizure and confiscation, if she be encountered before the end of her next following cruise.

3.

The destination of a ship, foreseen by Par. 33 of the "Rules of Naval War", established by the London Naval Conference, is presumed to be proved - except the cases mentioned in Par. 34 of the "Rules" - even when the cargo is addressed to an agent of an enemy State, or for him.

4.

In modification of Par. 35 of the "Rules of Naval War", established by the London Naval Conference, objects of conditional contraband are subject to seizure on board of a ship, bound to a neutral port, if the respective goods are sent "to order", or if the ship documents do not design the consignee of the goods, or if they design a consignee located on the enemy's territory, or on a territory occupied by the enemy.

In cases mentioned in the present Par., the obligation to prove that the destination of the respective goods was not a prohibited one, lies with their owner.

5.

If the Russian Government gains the conviction that the Government enemy obtains supplies for its armed forces from any

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neutral country, or through the same, the Minister of the Navy, on an agreement with the Minister of Foreign Affairs, is entitled to take such measures as may be necessary in order that the Par.35 not be applied to ships bound to any port of such neutral country. Such measures must be published in the "Collection of laws and legislative dispositions of the Government" and will remain in force until revocation. During the action of such disposition a ship, transporting conditional contraband to a port of the respective designed country, will not be free of seizure.

The governing Senate will do the necessary for a proper execution of the above.

The original bears the signature in His Imperial Majesty's own handwriting.

"NICHLAS"

In Riazan 8 December 1914.

Countersigned: Secretary of State Goremykin,
President of the Ministers Council.-

- - - - -

To order No. 435 to fleet and
Navy Department of 19 December
1914.

Complement to the "Explanation" joined
to the Minister's of the Navy order No.
304 of the 9th September 1914.

(Changes apply to original order only)

1) General references in the preface part of the "Explanation" to the Imperial Ukaz dated 1st September a.c., are complemented by references on the Imperial Ukaz dated 8th December current.

2) Note to p.1 of section 1 to be modified as follows:

"A ship of neutral nationality (the words underlined indicate only change from wording of section 2.) the (board) documents of which show a neutral destination, but which, contrarily to the destination shown by her papers, takes direction towards an enemy's port, will be subject to seizure and confis-

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cation, if encountered before the end of her next following cruise."

Imp. Uk. 8 Dec. P.2; comp. Rul., Par.38.

3) At the beginning and in p.3 of Section III, instead of the words: "1st September" to read "8th December."

4) In p. 4 of Section III the words:"or to a merchant, or to another person doing service for officials of the State enemy, or for such merchant or such person," are excluded.

5) P. 5 same Section III to be modified as follows:

"Conditional contraband is subject to seizure and confiscation, besides cases when the seizure is admissible in virtue of Par. 35 of Rules, established by the London Naval Conference of 1908 - 1909, also in cases when such contraband is on board of a ship bound to a neutral port, if the respective goods are sent to order", or if the ships documents do not design the consignee of the goods, or if they design a consignee located on the enemy's territory, or on a territory occupied by the enemy".

"In cases mentioned in the present Par., the obligation to prove that the destination of the respective goods was not a prohibited one, lies with their owners."

Imperial Ukaz 8 December Par. 4; comp. Rul. Par. 35.

Signed) Vice-Admiral Russin,
Chief of the Chief Naval Staff.-
Privy Councillor T. Stellia-Kamensky,
acting Prosecutor of the High Prize
Court, Jurisconsult of the Ministry of the
Navy.

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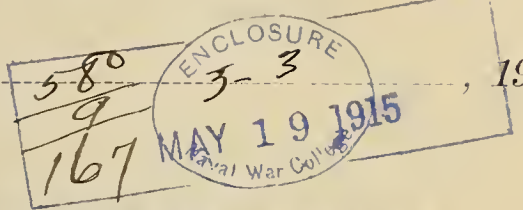
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Need not be returned.

SUBJECT ENGLISH SUBMARINES IN THE NORTH SEA.

From Z *No.* 204 *Date* April 23, 1915. 191

Replying to O. N. I. No. *Date* , 191



The following is the official report
regarding the destruction of an English submarine boat in the
North Sea.

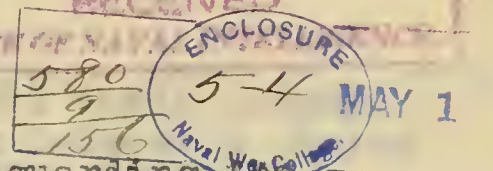
" Berlin, April 23. (WDLFF TEL.BUREAU)

Lately English submarines have been
sighted repeatedly in the German Bay of the North Sea
and have been attacked by our naval forces. An Enemy
submarine boat was sunk on the 17th of April. The
destruction of additional submarines is very probable,
but cannot be ascertained with certainty.

The Acting Chief of the Admiralty
Staff

(Sig). B e h n c k e " .

WEEKLY POLITICAL SUMMARY.



Gloomy Easter -- The Victory of Sunshine -- Safeguarding the National Existence -- The Centennary of Bismarck's Birth -- The Emperor's Answer -- The Submarine Warfare -- The Outlook.

-----PAUL MICHAELIS.

Gloomy weeks preceded this Easter celebration. The sun of springtime struggled hard with the unwillingly yielding winter. Here and there only did it succeed in enticing the first colored tokens out of the ground. For the greater part Nature yet lies in the embrace and coils of a sunless period. The secret powers of Nature have, however, begun to weave and work. Through all these sad experiences the firm conviction is present that a resurrection will follow the death of winter and the sun will ultimately conquer. From the present, which scarcely shows Spring's secrets, let us turn our glance to a more beautiful time which must come, because Nature in spite of all its apparent hesitation always remains true.

In the life of the individual as well as in nations, the will of Nature is reflected in a thousand forms and colors. He who surveys the periods of time and does not permit his view to be obscured by relapses and irregularities will see now in all this baseness a slow resurrection and progress, which gives a firm conviction in the victory of light and reason. Never has our trust in the progress of civilization been made more difficult than during the present time. There has never been stronger proof demanded of the Germans than during the course of the last year. We only see today how unusually hard it is for us to uphold ourselves and to maintain our national unity and freedom. We easily dreamed of the victory over our enemies. One thought we could already reap when the first preparations for the ultimate success should be made. Meanwhile we have learned to be discreet and it has become evident that even with the greatest devotions and willingness of self-sacrifice it is hard to overcome the opposition of an inimical world. The expectation that over night would show the world to be pro-German has long since vanished. We must now be convinced that, if not willingly, then due to the cold facts, this war is not one for the accomplishment of a fanciful world's politics, but one for the protection of our hearth and home.

What peace, which must some time come, will bring we cannot today know. It would be idle to wish to define the details which it should bring. What we must strive for is that it should ensure the safety of our national existence for the longest possible time. In what manner the German future has expressed itself, the further course of the battles on land and sea will provide the answer. An assured answer we cannot give today. In this connection we can have full confidence to day that a people who have fought so bravely, that joyfully sacrifice all for a great cause in order to subjugate the enemy, have shown their power. May the present which is still in the grasp of winter, show the German people that they can listen to this Easter message with complete trust.

It was one of those humors of fate, in which we willingly seek a deeper meaning, that the hundredth anniversary of Bismarck's birth should fall at this time in Easter week. The present time, one can almost say, is not suited to a happy anniversary; the previous decade afforded us only too great a number. The greatest individual act and life is modestly overshadowed by the astonishing and wonderful performances of a people in arms. With Otto v. Bismarck it was somewhat different. His name sweeps over the present and his deeds, a hundred years after he was born, stand the test of time. It is not as if the present were the time to judge the personality of this great statesman of Kaiser Wilhelm the First by all his acts. The master is not known who could ex-

Imperial's Answer -- The Economic Warfare -- The
National Finances -- The Government of America's Side -- The
Imperial Answer -- The Victory of America -- The

press or comprehend the methods of Bismarck in all their extent. Whether we see the giant Bismarck as pictured in Lederer's statue in Hamburg or find him in the memoirs of diplomats, whether we seek in Bismarck the characteristics of a Prussian nobleman or admire him as the one who forged the unity of the Empire, we will always have the feeling that in these and all other expressions we observe only a part of the Bismarckian nature. He who lived in the last decade of Bismarck's activity and has not forgotten how markedly Prince Bismarck at eighty years of age influenced the development of the German people can appreciate that he came in contact with only a portion of the general characteristics of Bismarck. Firstly, there is yet a greater contrast to be recognized in the work and methods of Bismarck. In one instance is it now wholly comprehended, and that is in his immeasurable service in uniting the German race. It is a matter of course that today this service is foremost. The firm will is expressed at this Bismarck festival, as far as one sees, to faithfully guard this inheritance. The expectation was expressed by the Kaiser in his reply to the account of the Chancellor concerning the celebration in Berlin held at the Bismarck monument, that this spirit of concord would outlast war's alarms and after a happily concluded peace the development of the internal part of the Empire would blessedly fructify. As the price of victory, the Kaiser promises a national life by which the German nation can develop free and strong.

We are not yet so far. As it was an arduous task to unify the German race, so today is it laborious to complete the work begun by Bismarck. That a war where countless human lives are risked can not always be brought to a close unfortunately can not be changed. We do not complain, but we expect that our enemies do not claim indulgence when they themselves have scoffed at all laws of civilization. The submarine warfare is deplorable. Had it been according to the German conception, then one would have excluded neutral commerce and one would have nothing against providing the English civilian population with food. It is beyond understanding how in England and several neutral countries they seek to reproach us, for idly witnessing the starvation of sixty-eight millions of human beings. On the fourth of last November, England cut the German people off from every communication over the sea. Three months later, Germany decided to cut England off from the sea. If England permits merchantmen to wage war on submarines, then we do not deplore the fact that human lives are endangered. We all know that we must conquer in this fight for freedom and existence and we are of the firm conviction that a glorious summer will follow this winter of discontent.

- - - - -

press or comprehend the method of Stanner in all these things. Whether we see the giant Stanner as pictured in Webster's drama in Hamburg or find him in the records of his life, we shall see in Stanner the characteristics of a true human nature. We shall see him as the one who forgot the name of his people, who will always have the feeling that he is alone and all other things signs we observe only a part of the human nature. As we lived in the last decade of Stanner's activity we saw how often how markedly Stanner at eighty years of age had reached the development of the human people and how often he came in contact with only a portion of the human nature. First, there is yet a greater contrast to be seen in the work and method of Stanner. In one instance in his work wholly comprehended, and that is in his incomparable service in writing the German race. It is a matter of course that this service is foremost. The firm will be expressed as this service festival, as far as one sees, so that it is in his heritage. The expectation was expressed by the Kaiser in his reply to the account of the Chancellor concerning the celebration in Berlin held at the Dierck monument, that this spirit of concord would outlast war's alarm and after a happy conclusion peace the development of the human part of the human world blessedly fructify. As the price of victory, the Kaiser wishes a national life by which the German nation can develop free and strong.

We are not yet so far. As it was an arduous task to fully the German race, so today it is laborious to complete the work begun by Stanner. That a war which countless human lives are risked can not always be brought to a close unfortunately can not be changed. We do not complain, but we expect that our enemies do not claim indulgence when they themselves have suffered at all laws of civilization. The substance warfare is terrible. And it has been according to the German conception, then one would have excluded neutral commerce and one would have nothing to do with aiding the English civilian population with food. It is beyond understanding how in England and several neutral countries they seek to approach us, for they witness the situation of eight millions of human beings. On the fourth of last September, England and the German people off from every communication over the sea. Three months later, Germany decided to cut England off from the sea. If England permits merchants to come and go on submarines, then we do not deplore the fact that human lives are endangered. We all know that we must continue to fight for freedom and existence and we are of the firm conviction that a glorious summer will follow this winter of disaster.

2
(1)

T r a n s l a t i o n .

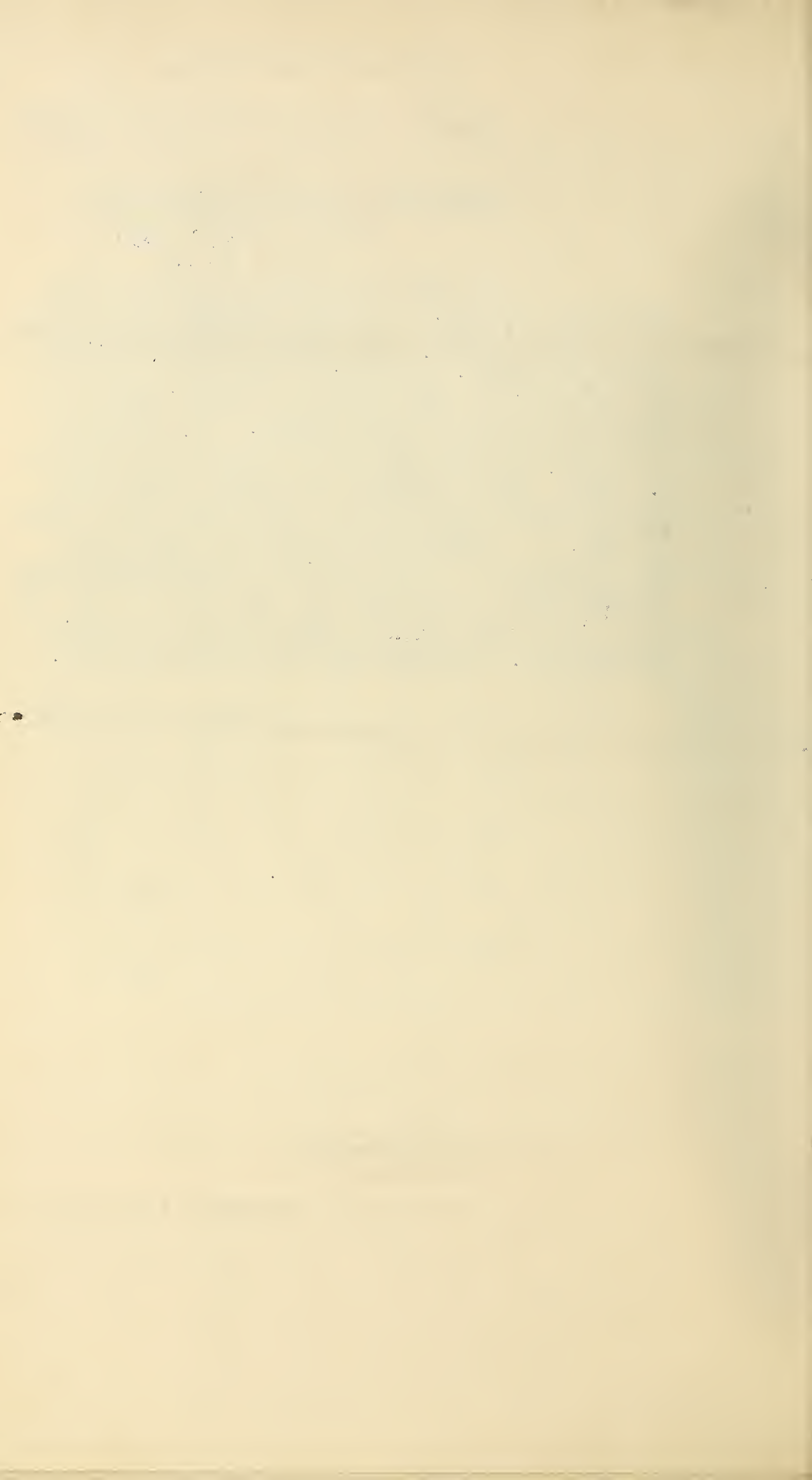
24

Berliner Zeitung am Mittag, April 24, 1915.

PROVISIONS for ENGLAND LEGALLY SUNK.

Hamburg, April 24, 1915.

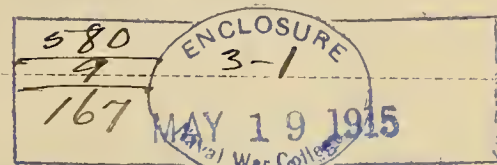
The Prize Court here has rendered a very interesting decision. A German submarine had sunk the Dutch steamer "MARIA" with a cargo of provisions en route to Belfast and Dublin. The shipping firm brought suit against the Empire. The ship, it was asserted, was a neutrals ship, the cargo was not contraband, consequently the sinking of the ship was illegal and the German government obliged to render damages. The Prize Court decided in the sense of the declaration of the German government, as in the case of the American ship "WILLIAM P. FRYE" sunk by the auxiliary cruiser "PRINZ EITEL FRIEDRICH" which was en route to Queenstown with wheat, and also to other ports which are serving the English fleet as bases. "Belfast and Dublin", the Prize Court says, are also fleet bases, consequently provisions are contraband. The plaintiffs brought a certificate that the cargo of the "MARIA" was intended for a mill and that this mill is furnishing flour to private people. This also the Prize Court did not recognize as a reason for acquittal. The Dutch plaintiffs lodged an appeal.



SUBJECT INTERNATIONAL LAW - CONTRABAND OF WAR.

From Z No. 305 Date April 24, 1915. 191

Replying to O. N. I. No. _____ Date _____ 191



Reference Z-241 of September 23, 1914.

The German Foreign Office has sent to the U.S. Government through the Embassy under date of April 22, 1915, a new list of contraband of war in which certain important changes occur.

This new list is published in "Reichsgesetzblatt" (Government Law Sheet) No. 49 and the introductory remarks are as follows:-

" In retaliation of the rules instituted by England and her allies which deviate from the London Declaration regarding the International Law at Sea of the 26th of February 1909, I approve, for the present war the following changes in the Prize Rules of the 30th of September 1909 (1909) with the amendments of October 18th, November 23d and December 14, 1914. "

Then follows a list of articles in the classes of contraband

Contraband
Conditional Contraband
Non Contraband.

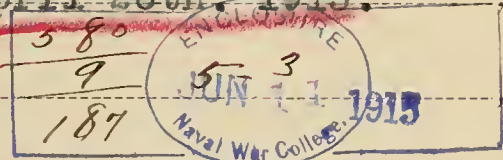
In this connection I forward a translation of the decision of the Prize Court in Hamburg in regard to the sinking of the Dutch steamer " M A R I A ", laden with grain for Dublin and Belfast.

A complete translation of the changes in the Prize Rules follows in the next mail.

SUBJECT China's revolutionists and part played by Japan.

From K No. 5 Date April 26th, 1915 191

Replying to O. N. I. No. Date 191



It has been reported that the Chinese rebels in Japan in the name of the "Political Reform Party of the Republic of China" through the introduction of Kaichiro Yashigawa, a native of the District of Fukuoka, has obtained a loan of 3,000,000 yen from a wealthy merchant. It was decided that the revolution shall be completed within two months, that the first installment of 1,000,000 yen should be paid in cash and that the balance should be made in the form of ammunitions to be supplied to the rebels at various places where the revolution is to start.

The agreement between the two parties was drawn up in the beginning of April and was signed by Sun Wen, head of revolutionists, Huang Yi-ou (黃一歐), representative and son of Huang Hsing (黃興), Chen Chi-mei (陳其美), Tai Tien-chou (戴天仇), Chu Cheng (居正), Wang Tung (王統), Li Keng-yuan (李根源), Hu Han-ming (胡漢民), Hsiung Ke-wu (熊克武), Po Wen-wei (柏文蔚), Hsu Chung-chih (許崇智), Hu Ying (胡英), and Tan Jen-feng (譚人鳳), who had just arrived at Tokyo from the Straits Settlements, representing Tsen Chun-hsuan (岑春宣), Li Lieh-chun (李烈鈞), and Chon Chiung-ming (陳炯明).

SUBJECT ~~China's revolutionists and part played by Japan.~~

From K *No.* 5 *Date* April 26th. 1915., 191

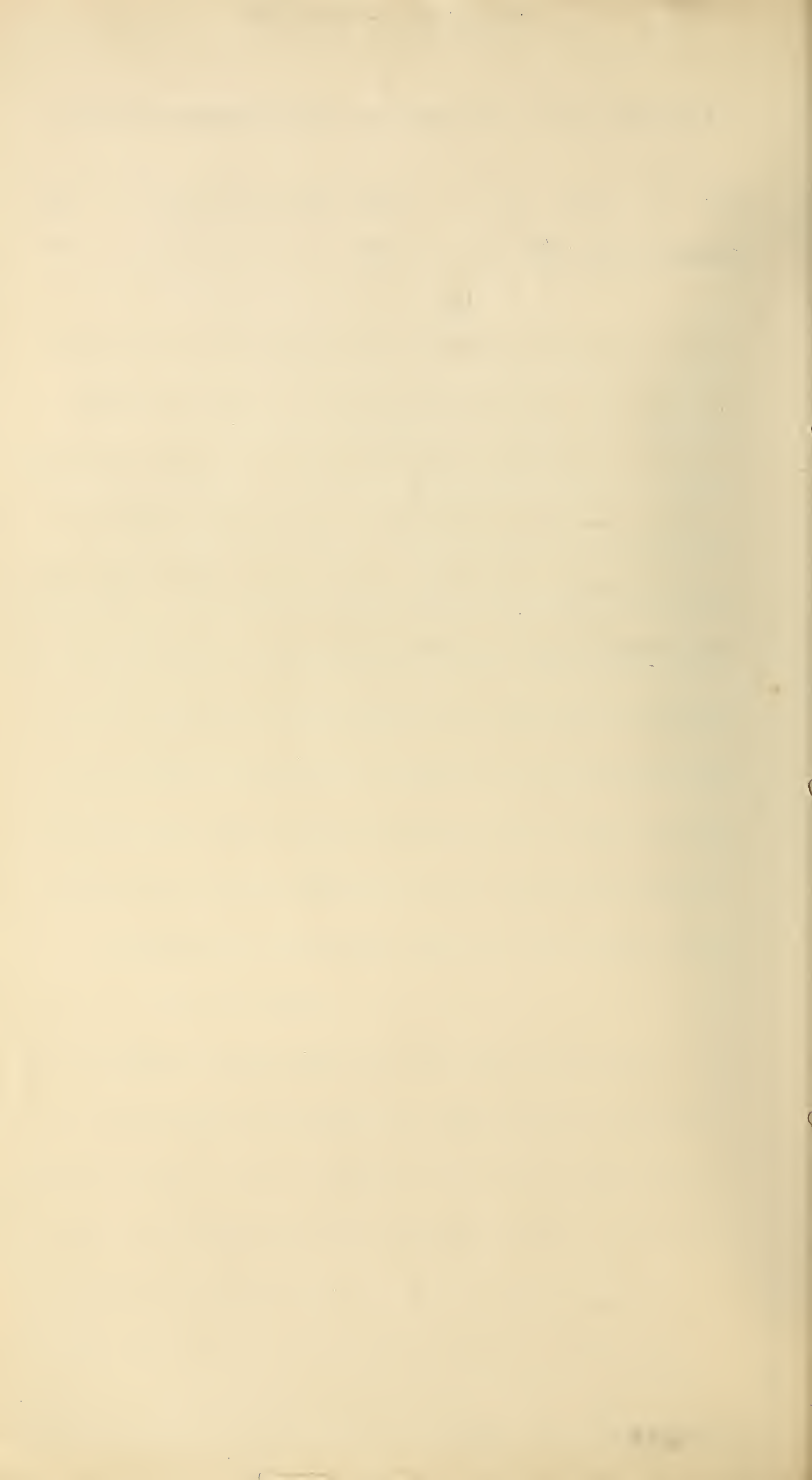
Replying to O. N. I. No. *Date* , 191

(2)

There were over twenty signatures and seals. It was agreed that the loan was to be redeemed on the first opportunity after the revolution becomes a success. A payment of 700,000 yen was made in cash on the 4th instant and was taken over by Tan Jen-feng, Hu Han-ming, Hsiung Ke-wu, and Li Keng-yuan. In the name of the "Political Reform party" Tan-Jen-feng was appointed Great Tutuh or Generalissimo of Szechuan, Yunnan, and Kweichow with Li Keng-yuan as assistant. They are now on their way to their respective destinations each with over a hundred followers. Chen Chiung-ming is to reside at Hong-kong and from there to render assistance to the rebels.

April 21, 1915.

During the autumn of 1914, four Japanese accompanied by a Chinese arrived at Urga and stayed in the Tung Te (通達) lodging house in the Liu Tao Street (六道街). They have now removed to a Russian lodging house in Ma Shih (馬市) or Horse Bazaar Quarter. They disguised themselves as Koreans and pretended to be selling medicine and curing sickness. Consequently many Princess and Lamas of Outer Mongolia called



SUBJECT China's revolutionists and the part played by
Japan.

From K No. 5 Date April 26th. 1915., 191

Replying to O. N. 1. No. Date., 191

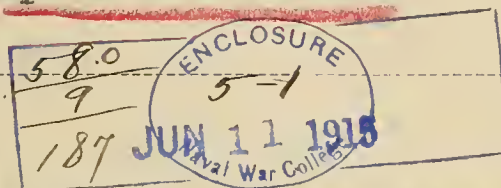
(3)

called on them for medical attendance and treatment. It is now secretly ascertained that several Japanese had arrived at Urga many days ago. They promised to help Outer Mongolia to declare her independence and to supply the necessary supplies and funds. The minds of many of the princes and lamas are influenced (by this tempting offer).

4
26
(2)

SUBJECT ~~Part of the conversation During the Interview on~~
~~January 18th, 1915, between the Japanese Minister Dr. Hiohi~~
~~and President Yuan Shih Kai, whom the Former Tried to In-~~
~~fluenced with the Following Words.~~
From ~~K~~ No. ~~6~~ Date ~~April 26th. 1915.~~, 191

Replying to O. N. I. No. _____ Date _____, 191



Furthermore, the Chinese revolutionists are in close touch and intimate relations with numerous irresponsible Japanese some of whom have great influence and whose policy is for strong measures. Our Government has not been influenced by this policy, but if your Government does not quickly agree to these stipulations, it will be impossible to prevent some of our irresponsible people from inciting the Chinese revolutionists to create trouble in China.

The majority of the Japanese people are opposed to President Yuan and President Yuan's Government. They all declare that the President entertains anti-Japanese feeling and adopts the policy of "befriending the Far (Europe and America) and antagonizing the Near (Japan)." Japanese public opinion is therefore exceedingly hostile.

Our Government has all along from first to last exerted its best efforts to help the Chinese Government, and if the Chinese Government will speedily agree to these stipulations it will have thus manifested its friendship for Japan.

The Japanese people will then be able to say that the President never entertained anti-Japanese feelings nor adopted

SUBJECT Part of the Conversation During the Interview on
January 18th, 1915, between the Japanese Minister Dr. Hiroki
and President Yuan Shih Kai, when the former tried to in-
fluence with the following words.

From K No. 6 Date April 26th. 1915/, 191

Replying to O. N. I. No. Date, 191

(2)

the policy of "befriending the Far and antagonizing the Near".

Will not this then indeed be a bona fide proof of our friendly
relations?

The Japanese Government also will then be inclined to
render assistance to President Yuan's Government whenever it
is necessary.

4
26
(3)

Port..... Constantinople, &c.

Need not be returned.

2.

- (a) The Turkish Dardanelles headquarters have been moved to Sarkouy, above Gallipoli.
- (b) The British submarine "U-15", which was wrecked in the Dardanelles, is lying in very shallow water, and part of it is in sight, according to statements of several Turks, who say they have seen it themselves.

A red seal, likely a collector's or library's mark, is located at the bottom left of the page.

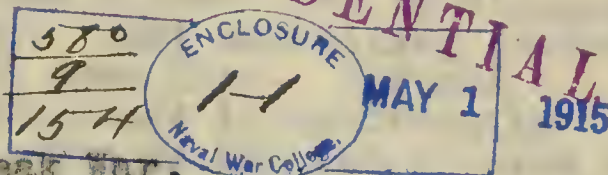
- (c) Some fifteen Italian sailors, who were formerly on the Italian stationnaire "ARCHIMEDE" here, but who remained attached to the Italian Embassy when the "ARCHIMEDE" went to Galatz, Roumania, last fall, have received orders to leave here, via Roumania. They have told some of our men they are "going back to Italy to get Trieste"; but they may be simply returning aboard the "ARCHIMEDE".
- (d) The Italian sailors, mentioned above, left Tophane here the afternoon of April 24, in uniform, on board the Italian steamer "AMALIA", bound for Roumania. The "AMALIA" was held at Kavak, over night, by the Turkish authorities, at entrance to Bosphorus, but yesterday morning, April 25, was told it could proceed again. It was just getting underway when the Russian fleet appeared off the entrance and began a bombardment. The "AMALIA" slipped her anchors and returned down the Bosphorus quickly as possible, and is now, (April 26), still here, moored near the SCORPION.
- (e) The Italian sailors, on the "AMALIA", state that the bombardment lasted one-half hour, from 9.00 a.m., the Russian fleet being about six miles out, and that two Turkish gunboats were sunk, and some of the Russian shells reached as far as Buyukdere. The sinking of the gunboats is not mentioned in the Turkish official communique, and is not confirmed. The bombardment was heard plainly on board the SCORPION, at Tophane.
- (f) To-day three Turkish torpedo boats are patrolling across the Stambul entrance of the Bosphorus and Golden Horn, between Seraglio point and Scutari.
- (g) During the night of April 24-25, between four hundred and five hundred Armenians were arrested in different parts of Constantinople, some of them of prominence. Neither the reason, alleged reason, nor any theory, has yet been heard, as to why.
- (h) I have been informed, by a Turkish naval officer, that the feeling between the Turkish, and German, naval officers, previously reported, is growing. The Turkish officers receive half-pay, the Turkish men thirty piastres (\$1.20) per month, while Germans, here, receive double pay. The winter is over, there is an increase of want, and misery, among the poor classes. This officer said Turks could not possibly stand another winter of war, and that "something must happen soon". He also said, majority of Turks hoped English would get in soon, that there were spies every where, and no one dared talk, and that the triumvirate of Enver Pasha, Talaat Bey, and Djemal Bey, were absolute, in combination with the Germans, but they are expected to fall, sooner or later, "and most people hoped sooner; there is no justice now".

Confidential

H. S. B. B. B.

April 26, 1915.

Copy H.H.L. (4)

LOGISTICS II.TORPEDOES - ENGLAND (O.N.I. No. 38023)

Output quadrupled since outbreak war.

Latest type (successfully tried and officially adopted) not being built exclusively. Former service type utilized because of superior manufacturing facilities and greater familiarity of service with this type.

No experimental work being carried on. All such facilities now being used for manufacture new material and training of personnel.

16,000 torpedo inventions received - about 25 of these give promise. The idea of electrical balance to guide or deflect torpedo toward large mass of steel of little or no value.

TORPEDO DEFENSE NET - ENGLAND (O.N.I. No. 4090)

Royal Sovereign class and after have single nets.

Iron Duke and Queen Elizabeth classes not provided and no attempt being made to supply nets for them.

Experiments being conducted with double nets. None fitted to ships so far as known.

SUBMARINES - ENGLAND (O.N.I. No. 5028)

When completed, "E" class will comprise 66 boats. Submerged displacement reported to be 1,000 tons.

SUBMARINE NETS - ENGLAND (O.N.I. No. 5028)

U-8 and U-12 were caught in special wire nets off Dover. Forced to come up - then rammed. Attempting to block straits with these nets leaving only very narrow channel. Net is 18 stranded 10 mm. wire, 12 ft. mesh. Spread between two trawlers, long distance apart. Top of net supported by kapok floats. When strain is felt, net is released. Submarine becomes entangled and must come up. Destroyers are then called by radio from trawlers. If submarine attempt escape, can be followed by buoys attached to net.

DESTROYER RAMS - ENGLAND (O.N.I. No. 5089)

Each new destroyer being fitted with sharp steel ram. Old destroyers being fitted as fast as can be spared from patrol.

NOTES FAIRLAND BATTLE - (O.N.I. - 4755)

By Executive - Gneisenau.

Remembers practically nothing of fight. Too busy with his details. Surprised and shocked when ammunition ran out. Full supply not aboard due to expenditure at Coronel fight. Gneisenau therefore under fire long time without being able to reply before she sank.

Note: Some method of counting shells and reporting expenditures to Commanding Officer should be adopted. In long fight as January 24th - (3 1/2 hrs. of firing) conservation must be practiced and commanding officer and commander-in-chief kept constantly advised of amount ammunition on hand.

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Logistics II (Continued)

By Boatwain's Mate - Leipzig.

Leipzig-making 21 knots. Slowest in German Fleet. Action with Glasgow began between 2 and 3 p.m. Hit by Glasgow's 6" before Leipzig's 4"1 were in range. Last ammunition expended 5:20 p.m. Ordered by Glasgow to haul down flag. Refused 3 times. Firing by Glasgow and Kent continued intermittently until 7:15 p.m. Leipzig sank 9 p.m. 200 to 220 out of crew of 321 dead. Majority remainder wounded, between 10 and 15 finally rescued. Not hit below water line. Boilers and engines intact, until she sank. Flooded magazines and engine rooms to sink her. Fires broke out fore and aft at beginning. Fire main broken. Linoleum and paint burned. One funnel shot down. Two funnels collapsed due to heat of fires on deck. Similarly masts collapsed. Conning tower hit by 6" shell which exploded. No harm to tower. Gun shields effectively shielded crew.

DAMAGE TO LION - (O.N.I. No. 4755)

Hit twice below armor belt. One of these hits in wake of engine room, causing her to fall out of formation. Weather smooth, no rolling to expose armor shelf. Possibility Germans used a form of torpedo shell. One shell struck outside armor plate. Loosened plate. Did not drop off.

DAMAGE TO BLUCHER - (O.N.I. No. 4755)

Armor not pierced at long ranges. When resistance practically ceased and British closed in to short range, armor pierced several times. Up to end, neither engine disabled. Early in action, shell penetrated decks, exploded, placed 4 boilers out of commission. Emphasis on heat inside ship due exploding shell.

SECONDARY BATTERY GUNS - ENGLAND - (O.N.I. - 5149)

At least one modern ship had torpedo defence guns on main deck removed and gun ports plated over. Guns useless in North Sea weather. Some of these guns now remounted in open in higher positions. Some left off entirely.

BUILDING SUBMARINES - ENGLAND - (O.N.I. - 3749)

At least one company (and probably others) can fulfill contracts for building submarines complete in nine months.

ENGLISH SUBMARINES - (O.N.I. No. 3749)

E-16, 17 and 18 cruising radius - 2500 miles. Later types to have 3000 miles cruising radius.

All submarines carry regular provisions for 3 weeks and special food for 2 weeks more.

Longest trip (up to February 2nd) was 21 days.

DISGUISED GERMAN SUBMARINES - (O.N.I. - 4654)

Periscopes painted gray. Recognition marks on top of periscopes such as artificial sea gulls, etc.

PERSONNEL GERMAN SUBMARINES - (O.N.I. No. 4654)

Notes from a commanding officer of submarine.

New hands worthless at first. Usually slept first three days out. Gradually improve and may be of some service on second trip. Strict silence maintained when submerged. All hands not

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Section 1 - Introduction

The purpose of this report is to provide a comprehensive overview of the current state of the project and to identify the key challenges that must be addressed in order to achieve the project's objectives.

The project has been initiated in response to the need for a more efficient and effective way of managing the company's resources. The project's primary objective is to develop a system that will enable the company to better manage its resources and to improve its overall performance. The project is currently in the planning stage and it is expected that it will be completed by the end of the year. The project is being managed by a dedicated team of professionals who are working closely with the company's management to ensure that the project is completed on time and within budget.

Section 2 - Project Objectives

The project has three main objectives: to develop a system that will enable the company to better manage its resources, to improve the company's overall performance, and to ensure that the project is completed on time and within budget. The project is being managed by a dedicated team of professionals who are working closely with the company's management to ensure that the project is completed on time and within budget.

Section 3 - Project Scope

The project is a complex one and it is important to define its scope clearly. The project's scope is defined by the following factors: the project's objectives, the project's resources, the project's timeline, and the project's budget. The project is being managed by a dedicated team of professionals who are working closely with the company's management to ensure that the project is completed on time and within budget.

Section 4 - Project Organization

The project is being managed by a dedicated team of professionals who are working closely with the company's management to ensure that the project is completed on time and within budget. The project is being managed by a dedicated team of professionals who are working closely with the company's management to ensure that the project is completed on time and within budget.

Section 5 - Project Risks

The project is a complex one and it is important to identify the risks that are associated with it. The project's risks are defined by the following factors: the project's objectives, the project's resources, the project's timeline, and the project's budget. The project is being managed by a dedicated team of professionals who are working closely with the company's management to ensure that the project is completed on time and within budget.

Section 6 - Project Budget

The project is a complex one and it is important to define its budget clearly. The project's budget is defined by the following factors: the project's objectives, the project's resources, the project's timeline, and the project's budget. The project is being managed by a dedicated team of professionals who are working closely with the company's management to ensure that the project is completed on time and within budget.

Section 7 - Project Conclusion

The project is a complex one and it is important to define its conclusion clearly. The project's conclusion is defined by the following factors: the project's objectives, the project's resources, the project's timeline, and the project's budget. The project is being managed by a dedicated team of professionals who are working closely with the company's management to ensure that the project is completed on time and within budget.

Section 8 - Project Appendix

The project is a complex one and it is important to define its appendix clearly. The project's appendix is defined by the following factors: the project's objectives, the project's resources, the project's timeline, and the project's budget. The project is being managed by a dedicated team of professionals who are working closely with the company's management to ensure that the project is completed on time and within budget.

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Logistics II (Continued)

on watch must sleep if possible - use less oxygen when sleeping.
Much sea sickness.
When lying near bottom, the ~~shell~~^{well} is very uncomfortable - hard to rest the men.
Maximum depth used about 131 feet.
Longest cruise 21 days.
Easy to hit vessel on straight course. Extremely difficult when speed and course change.
Had frequently fired at vessels when the officer on the bridge could be plainly seen through periscope.

NEW TYPE ENGLISH VESSEL - (O.N.I. No. 5124)

In ten months will commission either 2 or 4 vessels of following characteristics. (Date laid down not known).
Length - about 800 feet.
Displacement - 17,000 tons.
Horse power - about 120,000.
Speed - 32 knots.
Armament - Main - 4 - 15" guns.
 Secondary: Probably 6" guns - number not known. All mounted on center line.
Armor - None of any kind either vertical or horizontal.
Fuel - Probably oil.

DAMAGE LION AND TIGER - (O.N.I. No. 4910)

Three shells caused most serious injuries to Lion.
(a) Penetrated engine room below armor.
(b) Exploded in or near forward torpedo room, caused flooding several compartments - ship then drew 40 feet forward. Not certain if this shell came down through decks or through armor.
(c) Struck lower corner of plate in wake of engine room. Did not pierce - exploded outside. Plate did not break up but corner (which was struck) driven into ship - upper part of plate torn loose from bolts. Lower corner driven through wood backing, the structure behind armor, the lower edge of sloping protective Deck and finally broke feed water tank in or just outboard of engine room.
Tiger suffered more general, but less serious damage than Lion.
Both vessels side armor pierced by long range firing.
One plate Lion pierced by projectile of a calibre (judged 8" from Bluecher) which according to range tables should not have pierced plate. Subsequently found this plate to be very poor one.
Protective decks both ships pierced.
(Note)- This information (in O.N.I.-4910) later and more reliable than in O.N.I.-4755 quoted above.

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Tactics II.

AUSTRIAN OPERATIONS ANTIVARI - March 1-2, 1915 (O.N.I. No. 4618)

Austrian Statement.

"At 3:00 a.m., 3 destroyers and 3 torpedo boats entered Antivari, landed detachment and set fire to warehouse on wharf. Wooden dock destroyed. Yacht "Rumija" taken out and sunk. Fired on by 5 batteries for one hour. Not hit. Torpedo boats used machine guns to cover landing party. Two cargo lighters sunk. City not bombarded. Destroyers lay off and did not fire. Gasoline tanks on shore not destroyed for fear of damage to neutral shipping. Montenegrin stories of bombardment false."

ATTACKING SUBMARINES - (O.N.I. No. 5126).

English destroyers and auxiliaries cruise in groups on trade routes. Depend on gunfire and ramming to destroy submarines.

Now mine being developed. Sinks to pre-arranged depth and explodes. Course of submarine is followed or estimated, mine is dropped over submarine and before mine exploded the destroyer can be clear of its (mine's) effective circle. Designed to gain a few moments in which to destroy a submarine that is sighted submerging and will be too deep for ramming when spot is approached.

SINKING GERMAN SUBMARINE U-29 - (O.N.I. No. 4654)

English Grand Fleet steaming two parallel columns East Coast Scotland. U-29 got between columns and fired two torpedoes at Iron Duke (Fleet Flag). Both missed. Apparently neglecting second column, U-29 showed periscope, probably trying to see result of shots. Dreadnought sheered from second column, rammed U-29, lifting her to surface and apparently rolling her over. No damage to dreadnought as far as known.

ENGLISH TACTICS - January 24th - (O.N.I. - 4910)

Battle instructions provide when 5 ships engage 4, the two leading ships concentrate on enemy leader, third ship fires on enemy No. 2, fourth ship on enemy No. 3, fifth ship on enemy No. 4.

During pursuit of German Squadron, Indomitable (No. 5) fell behind. Lion (No. 1) fired on Derflinger (No. 1). Tiger (No. 2), according to above instruction, also fired on Derflinger. Princess Royal (No. 3) however, considered Indomitable out of formation, and fired at Seydlitz (No. 3). New Zealand (No. 4) fired at Bluecher (No. 4). As a result, the Moltke (No. 2) escaped almost untouched and probably inflicted most of damage on Lion and Tiger.

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Miscellaneous II.

CENSORSHIP - ENGLAND - (O.N.I. No. 4641)

Legal authority for censoring Press founded on "Defence of the Realm Act." No law to prevent publication of objectional matter but the guilty party could be brought to court under above "Act", unless the publication had been officially passed by the Censor.

Submission (before publication) to Censor entirely optional, but is done as a matter of protection.

All publications closely watched by censor who sends out warnings or admonitions.

For benefit of publications printed at a distance from Censor, a pamphlet of instructions is issued from London.

Cable and Mail Censorship is independent of press Censorship. Same legal basis; i.e. "Defence of Realm Act."

Admiralty has issued regulations in regard to censoring of private communications from vessels. (O.N.I. No. 4641)

All carrier pigeons are registered. Their shipment is forbidden.

All private radio stations are registered and sealed or turned over to authorities.

Passengers to continent are searched.

A committee of three whose existence is confidential, keeps track of all journalists, etc., in London, in order to ascertain their standing, the publications they represent and to arrange interviews for them with prominent men, when such interviews are desirable or beneficial. Committee consists of 2 Members of Parliament, (one a prominent man of letters, the other a member of the Government) and a well known literary man not in public life.

MILITARY AND ECONOMIC CONDITIONS IN GERMANY - (O.N.I. No. 5113)

March 11, 1915.

Number of men under arms, known only approximately, not accurately. Probably 4,000,000 at fronts and 2,000,000 in barracks.

80% to 85% wounded return to front.

Up to 3/11/15 - losses of Germany and Austria Hungary combined = 1,500,000.

German losses, men not able to return to front = 450,000 to 500,000.

Troops fed better now than in peace times.

Food supply ample. Many gifts from the people.

Troops in best of health. Smaller percentage of sickness than in peace times.

Supply arms and ammunition ample.

Sufficient copper for two years.

All uniforms, munitions, etc., found on field are returned for disinfection and repair and then re-issued.

Farm implements sent to front to gather wheat and other grain.

New Army drafts more than replace losses.

Large proportion volunteers not yet accepted.

About 150,000 = total Navy Personnel.

WHY VICE-ADMIRAL CARDEN WAS RELIEVED - (O.N.I. No. 5091)

Press stated Admiral Carden was in poor health and was therefore relieved.

Carden arrived in London in excellent health and was never better. Amethyst ran narrows on March 13th and returned with only minor injuries due to gun fire. He says the Admiralty then insisted on the entire Fleet forcing Dardanelles immediately by running the Straits. Carden advised against this. Therefore relieved on March 16, 1915. On March 18th, the bombardment (possibly an attempt to run Straits) resulted in loss of 3 battleships (Irresistible, Ocean and Bouvet), by striking submerged floating mines. Carden feels vindicated and trying to recover his old command.

Need not be returned.

MAY 23 1915

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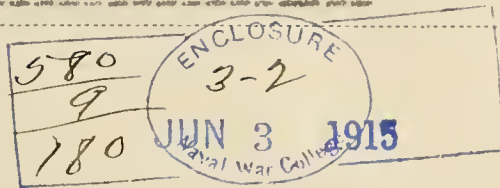
OFFICE OF NAVAL INTELLIGENCE

SUBJECT The Port of Brindisi Closed and Mined.

T4:28

From T No. 101. Date April 28, 1915.

Replying to O. N. I. No. Date



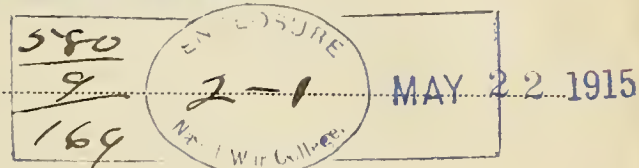
1. I hear on good authority that the Italian port of Brindisi has been closed - all shipping arriving off is sent to Bari. The harbor, I understand, has been thoroughly mined. This port is undoubtedly to be used by the main fleet, as I have heard that for some weeks past, the authorities have been busy planting mooring buoys all over the harbor - also that the coal supply there has now reached 200,000 tons.

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SUBJECT Sinking of the French Armored Cruiser Léon Gambetta by the Austro-Hungarian Submarine U-5.

From V No. 13 Date April 29, 1915.

Replying to O. N. I. No. Date



On the 27th instant the Vienna press published the following terse report of the commander-in-chief of the fleet:

"Submarine U-5, under the command of Lieutenant Georg Ritter von Trapp, has torpedoed and sunk the French armored cruiser Léon Gambetta in the Ionian Sea."

Newspaper despatches from Italy give the following additional details:

The sinking occurred in the middle of the night about 20 miles from Santa Maria di Leuca.

One despatch purporting to be an account by surviving officers of the Gambetta is as follows:

Rome 28 April. Shortly before midnight the cruiser had held up a three-master and examined her papers. Hardly had the ship been permitted to proceed when the cruiser received a heavy blow from starboard, the meaning of which was at once clear to everyone, for at the same moment the electric lights went out and the engine-rooms filled with water. The ship had a hole a meter in diameter just below the waterline. The dynamos and engines were destroyed or rendered unserviceable and the radio apparatus refused to function. The watertight doors still held the entirely helpless ship above water, but her fate was sealed. The crew, the greater part of which had been surprised while asleep, took to the boats almost unclothed. Two of the boats capsized and the others drifted to the southwestward with the strong current; with the assistance of the Italian torpedoboats which had rushed to the scene four of them reached Cape Leuca. In the course of the forenoon 3 officers and 20 men were rescued 12 miles from the cape..... In all 10 officers and 149 men have been rescued. There is no news of the remainder of the complement.

Another despatch states that the Gambetta, which was steaming at about seven knots, was struck by two torpedoes, the second of which exploded in the engine-room. The cruiser attempted to strand herself but was unable to do so. She sank in ten minutes.

This event is the cause of much rejoicing in Vienna and is gladly seized upon by the authorities and the press to raise the spirits of the greatly depressed public. It is given an importance vastly in excess of its actual significance.

Stephen V. Graham

SUBJECT Rumored shipping of German submarines to Triest.

From V *No.* 14 *Date* April 29, 1915.

Replying to O. N. I. No. *Date*

There is a strong and persistent rumor in Vienna that parts of submarines of the latest type have been shipped from Germany to Triest for assembling and use against the allied fleets in the Mediterranean, particularly against the forces operating against the Dardanelles.

I have been unable to ascertain any facts in the matter.

Stephen V. Graham

*Need not be returned.*4
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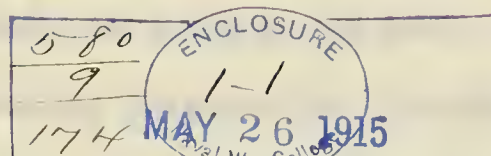
SUBJECT CENSORSHIP IN FRANCE.

From Y No. 77

Date April 29, 1915.

Replying to O. N. I. No.

Date



1. In the event of war, probably one of the most difficult problems which would confront the military authorities of the United States would be that of censorship, together with that of espionage, both of which are closely allied. In the Spanish-American War we all know the difficulties which the newspaper correspondents brought the officers commanding the forces ashore and afloat. Censorship as is known here in Europe has never existed in the United States, and so far as I know no laws have ever been enacted by which a censorship could be put into force, in the event of the United States becoming engaged in a life or death struggle with a foreign power. The necessity for having these laws and regulations made must be apparent to every military man. For this reason the following report is submitted. It is compiled mostly from notes made by Major J. A. Logan, U.S. Army, from conversations I have had with Mr. A. Fordyce, Editor of the "Journal," one of the largest newspapers in France, in fact of the whole world, from the view point of circulation, from a talk with Mr. Pourot, Chief of the Press Bureau of the Foreign Office, and from personal observation and experiences.

2. Facilities for operating Censorship in France. - While France is a Republic, the physical difficulties incident to creating and maintaining a Censorship are not as great in France as we would find in our own country. Here in France the Government is centralized more or less in Paris. The mail, the telegraph and telephone, and a greater part of the railroad system of France is Government owned and controlled. The "local" newspaper as we know it in America hardly exists in France. There are a great many papers published in Paris, probably some

thirty or forty "dailys" and fifteen or twenty "weeklys,"
 together with many ^{hundred} bi-monthlys and monthly magazines. Except in a few of the very largest cities, such as Havre, Brest, Bordeaux, Marseilles and Lyon, there are no papers or journals published. All of the smaller towns are supplied with the Parisian papers. Again, even in the case of the few large towns publishing papers, the news of a general character is all received through the different news agents of Paris. Now, with an absolute Government control over the Agencies which transmit information (the Mail, Telegraph and Telephone) and with a properly run Censorship in Paris, the whole matter can be much more easily regulated than in our country.

3. Political Difficulties. - On the other hand, France has its political parties as have we. These parties are much more numerous than in our country. These include all shades of political belief and principle. You find the Radical and Conservative, the Church (accused of royalistic tendencies), the Socialistic parties of different degrees, and the Anarchistic party. Notwithstanding the effort made in the formation of the Cabinet at the beginning of the War to conciliate these factions or parties, their positions and principles are only held in check by the knowledge that such action is for the common good in the present crisis. These parties have all their semi-official newspaper organs, which in time of peace preach their respective gospels. These gospels are naturally anti-governmental in most cases, and in consequence are exactly the kind of matter that for military reasons a Censor might wish to eliminate on the grounds of its shaking the confidence of the people in the Army.

4. The history of France for the last hundred years is filled with references to either the freedom or censorship of the Press. During certain epochs the Press was granted the

utmost liberty, while during other epochs its circulation was practically suspended. The French Code is filled with laws and changes of law in this particular. These laws do not consider the question of censorship from a military point of view, but almost entirely from an internal political point of view. Military censorship, while it has existed for many years, appears to have been first made effective by the Japanese during their war with Russia. The extent to which it has been developed and applied during this war is so well known as to need no comment.

5. Due to the abuses which previously existed in France under a censorship, the people, and particularly the politicians, have in recent years most jealously watched all legislation in this matter. Many of the old laws, however, had never been repealed and were therefore still in effect, notwithstanding the fact that they were rarely applied.

6. Laws affecting Censorship. - The Parliamentary Act of 1850, which permits the decree of a state of military law throughout France, specifies that the Military Government shall have the right to suppress newspapers for disobedience of instructions given concerning the publication of military information. At the call of mobilization, shortly before the present war, the Ministry in power took advantage of this Act in order to commence the organization of a Bureau of Press Censorship. In a Session of August 5th the Chambre de Députés passed a special Act describing the Military Censorship to be established for the duration of the present war, but generally limiting the power of the Censor to military and diplomatic information, political matter being excluded.

7. This law contains the following provisions : -

MAY 23 1915

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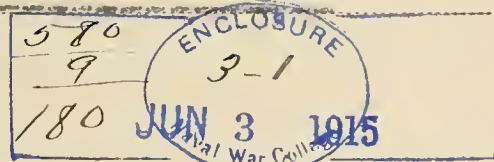
OFFICE OF THE ADJUTANT GENERAL

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SUBJECT Conditions - Italy - Month of April, 1915.

From T No. 103. Date April 30, 1915.

Replying to O. N. I. No. Date



1. The month of April has come to an end without any change in the political situation of Italy. Never since the opening of European war has the atmosphere been so charged with apprehension as during the days of April. Although there were no apparent reasons for such, it was generally felt by Italians and foreign diplomats that war was imminent. Some say that if the Dardanelles had been forced, Italy would have immediately entered the war on the side of the Triple Entente. In the meantime as no slackening in the Austrian-German offensive nor any weakening in their defensive are apparent, conditions not propitious for Italy, her participation is accordingly delayed. It is generally believed that negotiations between Italy and Austria have ceased, although it is generally believed that some concessions were offered by the latter, but these were coupled with some sort of a future alliance between the two countries; this arrangement was not suitable to Italy and was declined. Today I learn from an official high in European diplomacy that Italy has decided to make known her position on the side of the Triple Entente some time between the 1st and the 12th of May, which, if the conditions are favorable, will mean her entrance into the war.

2. Several new classes have been called to the colors during the month of April, and I hear that there is a possibility of many more being called on the 5th of May. As reported in March, military preparations as regards equipment are apparently complete. There has been, however, during the latter part of April, practically a house to house canvass as regards the care and the housing of wounded in the event of war, that is, house owners were questioned as to the number of wounded soldiers they could care for and whether their care and subsistence would be done free of charge or otherwise. Many horses, other than thoroughbreds or near such, have been requisitioned by the Government for military use. Motor cars of Italian manufacture, either the property of Italians or foreigners have been examined and listed, although, as yet, none have been taken.

3. The Navy has practically remained as previously reported, based between Taranto and Augusta, Sicily, for the capital ships and at Venice for the submarines. The dreadnought Cavour should have received her officers and men on the 18th; this however, I have been unable to confirm at this date. The dreadnought Duilio is being fitted out but will not join until the latter part of May, although, if conditions required it, she could enter the fleet within ten days. The 770 ton destroyer Francesco Nullo as well as the entire 1028 ton class consisting of the Cesare, Rosarol, Guglielmo Pepe and Alessandro Poerio are completed, and if not already with the fleet can be so counted in the case of hostilities.



